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ISSN 0266-8947 £1.35

June-August 1986

Vol 2 No 7

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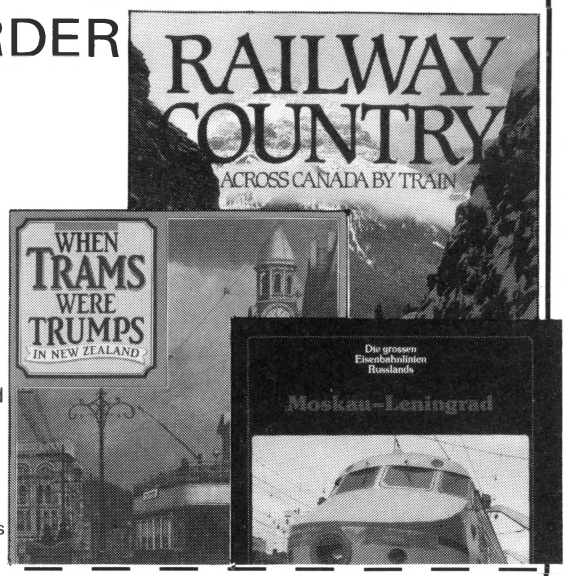

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Cover:
A 1920 Sentinel standard 5/6 ton steam wagon at a rally in 1984. *A. Fletcher*

Inset:
A 1941 Bedford QLT on the HCVS Brighton Run in 1972. *S. W. Stevens-Stratten*

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VINTAGE ROADSCENE

JUNE-AUGUST 1986 **Vol 2 No 7**

Editor: S. W. Stevens-Stratten, FRSA
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Design: Ian Allan Studio

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Vintage Roadscene **is published quarterly on the 12th of February, May, August and November. The subscription for four issues is £6.00/home, £6.50/overseas; an 8-issue home-only subscription is also available at £10.50 (all post included), by direct transfer to our Post Office Giro A/c No 3024156, or equivalent local currency cheque. A Special Offer 8-issue subscription is available to UK subscribers at £10.50.**

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Published by
IAN ALLAN LTD
Coombelands House Weybridge KT15 1HY
Telephone: Weybridge (0932) 58511
Printed by Ian Allan Printing at their works at Coombelands in Runnymede, England

WITH the large number of events taking place this quarter, the Rally and Club Calendar (pages 118/9) has taken more space than originally reserved for this feature. We feel the preservation movement is important and hope that the comprehensive list of rallies will prove useful information for our readers. We regret, however, that model reviews have had to be omitted and some news items curtailed.

Motherwell Leisure Services have issued a set of six postcards from the Hurst Nelson collection. The postcards depict a 1935 Leyland bus of Glasgow Corporation (No 188); a 1920 Clarkston & Eaglesham bus; a 1911 Leeds single-deck trolleybus (No 501); 1902 Newcastle single-deck tram; an open top tram of Ayr Corporation and the aerial railway at Kelvingrove Park c1910. The set costs 75p from Department of Leisure Services, PO Box 14, Civic Centre, Motherwell ML1 1TW.

The next issue of *Historic Commercial* the Journal of the Historic Commercial Vehicle Society, and issued free to members, will contain articles on: The Story of Wincanton Transport; Looking at Mercedes-Benz; Dovey's Transport — a Southampton haulier and his love of Fodens; the start of Thornycroft history plus many more interesting features. Membership details for the HCVS are advertised in this issue.

The illustration on this page is reproduced by courtesy of United Service Garages (Portsmouth) Ltd who are celebrating their 50th Anniversary of Bedford dealership this year. The photograph shows a line-up of Bedfords outside their early premises at Cosham. USG will be assisting the Vintage Transport Association at the Southsea Spectacular (8 June) when many old Bedfords will be seen.

ROAD-RAILER
A Karrier Bus for the LMSR

W. Seymour

Above:
The Karrier Ro-Railer, as it was later called, in its road condition and ready for service.
S. W. Stevens-Stratten collection

OVER THE YEARS there have been many attempts at designing vehicles which would travel with equal facility on both roadways and railways. One of the pioneers, and possibly the most successful were Karrier Motors Ltd of Luton, who in 1930 produced a 26 passenger coach for this purpose.

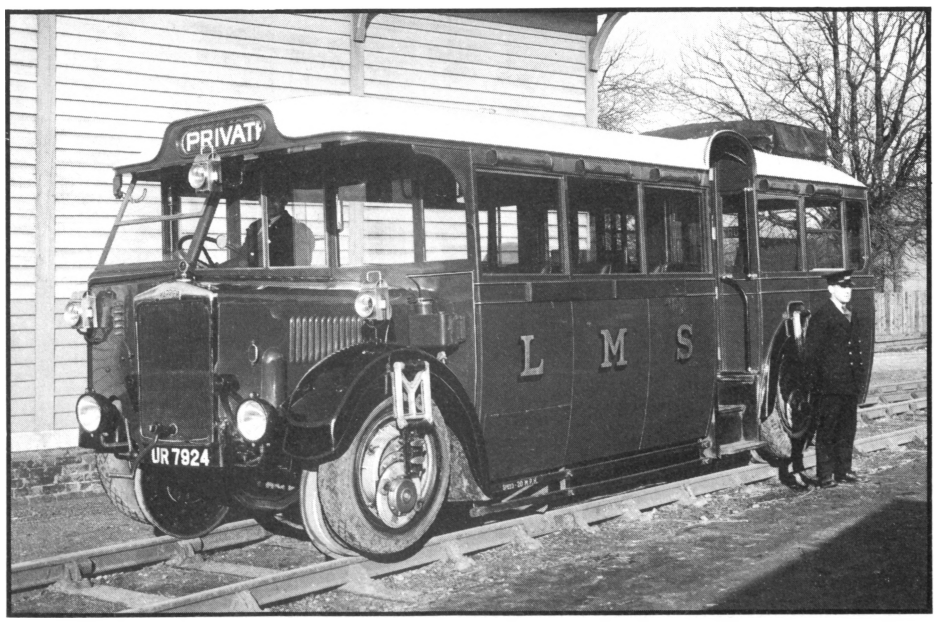
Difficulties over the design will be apparent when one realises that the completed vehicle has to comply not only with the Road Traffic Act regulations, but also to conform to rail traffic requirements and a 4ft 8½in rail track. Furthermore, conversion from road to rail use and vice-versa had to be achieved quickly and by one man.

The design was such that at any level crossing, or at a place where the road surface was level with the top of the rails (accomplished by filling in the sleepers and ballast), the vehicle could convert from one to the other within three-five minutes with no special equipment, other than that incorporated in the vehicle. The idea behind this bus was for its use on railway branch lines where the town lay some distance from the actual railway station — and one can think of many locations where that applies!

The outstanding feature of the Karrier Ro-Railer was the wheels. Flanged railway wheels were fitted to the axles, on the outside of which were placed pneumatic tyred road wheels, each of which was mounted on a separate hub, the one for the road wheel being provided with means whereby it could be rotated around an eccentric pivot. For road use, the road wheels were locked concentrically to the rail wheels, and these being of a smaller diameter, they naturally did not rest on the roadway.

When it was required to transfer from road to rail, the Ro-Railer was driven to a place where the roadway surface was level with the rails. The bus was then driven

Below:
The vehicle on the rails, although the steps are set for road use so that the conductor can easily gain access. *Ian Allan Library*



along this immediately above the rails, until the raised surface came to an end at a small ramp. As the vehicle came down the ramp, the rail wheels came into contact with the rails and the vehicle stopped. The weight of the vehicle was now being carried on the rail wheels and the driver raised each road wheel and locked it in a raised position. This operation was carried out in reverse when the vehicle came back to road use.

The wheel mechanism consisted of an inner hub assembly, which carried the brake drum and the rail wheel, through which torque was transmitted from the axle shaft, and an outer hub assembly. This hub has a cast nave incorporating a 'C' shaped slot from the centre to its periphery. The centre of the 'C' was formed into a boss which carried a fulcrum pin, attaching the road wheel assembly to a sleeve with cranked ends. The sleeve was able to move through 180° in the special slot from the centre of the nave to the extremity of its periphery. The inner hub carried a floating bush on which the road wheel assembly and cranked sleeve was supported.

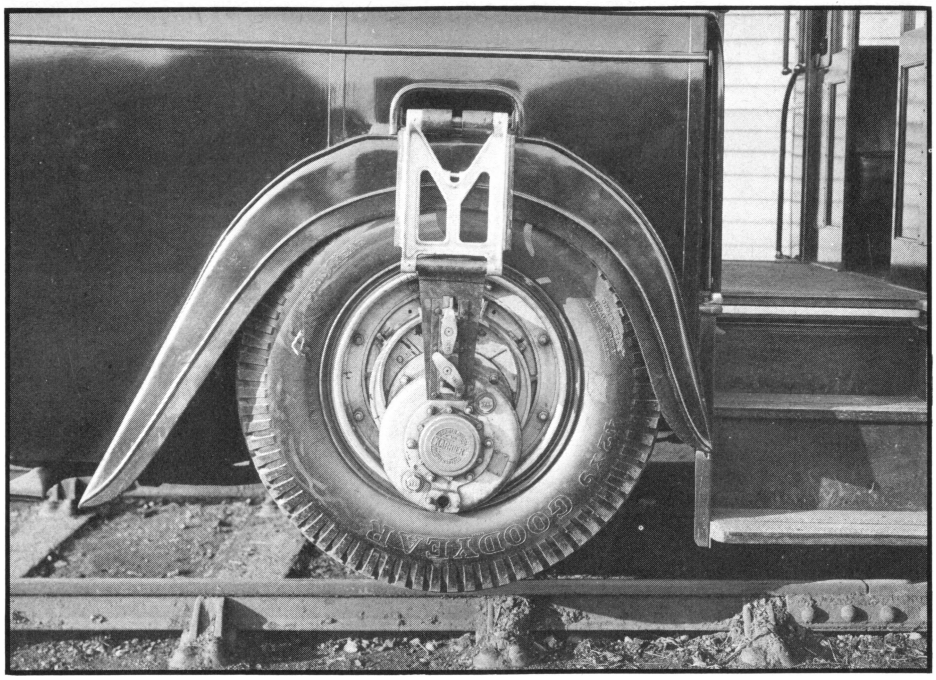
On the road, both the road and rail wheels were concentric and revolved as one unit. Torsion was taken through two driving pins which passed through a driving flange mounted on the inner hub, and which always revolved with the rail wheel (or inner hub assembly), into two diametrically opposed bosses formed into the nave.

Above:
Passengers board the Ro-Railer at a station. Note the movable floor covering the entrance steps and although the railway buffers have not been fitted, the supports for these can be seen on either side of the radiator shell. Note also the ladies' coats and hats, doubtlessly the height of fashion in 1931! *Ian Allan Library*

In the rail position the road wheel was lifted about the fulcrum pin until the axle centre reached the lower extremity of the 'C' slot, and was held in that position by a horn block. The slide of the hornblock had two holes which lined-up with mating holes near the periphery of the road wheel. Two

Below:
View of the rear wheels in the 'down' position for road use. The lifting mechanism is stowed in the recess above the wing. Note runner for the movable floor which has a white edge. *Ian Allan Library*

Right:
The same view but with the wheels raised and locked for rail use. *Ian Allan Library*



driving pins were inserted in the holes thus the wheel was held securely.

The actual lifting of the wheel was accomplished by removing the driving pins with a special fork-ended tool. The wheel was revolved by hand until the sleeve crank and fulcrum pin were disposed towards the top, and the reverse end of the forked tool inserted through a suitable hole in the driving flange, into the slot in the end of the fulcrum pin. This prevented the road wheel revolving and locked the cranked sleeve and pin to the rail wheel. The trigger at the bottom was then released and the road wheel swung up through 180°. The two driving pins were inserted through the hornblock into the nave of the wheel, and the forked tool removed. With practice the selection of the correct holes became automatic and the whole operation for all four wheels could be undertaken in about three minutes.

The chassis of the Ro-Railer was virtually the standard Karrier 'Chaser VI' product used for its buses, while the engine was again a standard Karrier six-cylinder unit having a bore of 100mm and a stroke of 140mm with a power rating of 37.4hp (120bhp) with a compression ratio of 5.3 : 1. For rail use it was found necessary to reduce the engine speed and this was done by fitting a separate overdrive gearbox. Four wheel brakes were fitted.

The body was constructed by Cravens of Sheffield to a specification by J. Sharman, Road Motor Engineer of the LMSR and is in three sections. The front saloon seated 14 passengers, facing forward, while the rear saloon — for smokers — had space for 12 on longitudinal seats. The centre section was the vestibule for entry and exit and had double folding doors on each side, which were necessary for railway use. Access to the vehicle from the road was by two steps, but when the vehicle was used on the rail these steps were covered by a sliding floor operated by chains and sprocket wheels and selected by the conductor for whichever side was required. A warning light in the driver's cab advised him that it had operated. Heating to the interior was by a Thermo-Economic hot air system.

The interior of the bus was finished in polished mahogany while the exterior was painted in the standard LMSR Midland Lake livery with straw coloured lining with the letter LMS in gold/yellow with black shading lined red to the left. The roof was painted white.

Railway buffers could be added to the front of the vehicle by attaching a bar across the radiator.

After testing the vehicle gave a demonstration to the press and railway officials on Friday 23 January 1931 between Redbourn and Hemel Hempstead, where it toured the town before returning to the railway track. According to press reports of that time the vehicle behaved like a normal bus on the road, and rail travel at 40mph was very impressive, although rail joints made themselves heard, but fortunately not felt! The vehicle was used on several branch lines of the LMSR, first from Harpenden to Hemel Hempstead, and later in the Stratford-on-Avon area in 1932 running on rails from the main LMSR line at Blisworth to Stratford-on-Avon where it continued on the road to the LMSR-owned Welcombe Hotel some three-four miles away.

It is thought that as the Road Motor Engineer had been responsible for the design the CME did not take kindly to it and therefore its life was cut short in its first full year in service, when it broke its front axle at Byfield in June 1932.

Two other Ro-Railer vehicles were constructed by Karrier, one an open lorry for use by the LNER in the West Highlands of Scotland and a normal control 20-seater coach used by the Rotterdam Tramways Co between Rotterdam and Ostvoorne on rails and then on the road to Rockanje.

Data

Overall length	26ft
width	7ft 5½in
height (road use)	9ft 10in
(rail use)	9ft 6½in
Wheelbase	17ft 1in
Road wheel track	6ft 3½in
Rail	4ft 8½in
Tyres (Goodyear pneumatic) front	36in by 6in
rear	42in by 9in
Top gear ratio (road)	7 : 1
(rail)	4.2 : 1
Maximum speed (road)	60mph
(rail)	75mph
Petrol consumption (road)	8mpg
(rail)	16mpg
Interior height (floor to roof)	6ft 4¼in
Unladen weight	7ton 2cwt

Right:
In the model railway field, K's of Banbury produced a 4mm scale cast white metal kit for this unusual vehicle. This model has been completed by a member of the Macclesfield Model Railway Group. *Brian Monaghan*

A village bus Co

D. D. Gladwin

Above:
The faithful Bedford OB in a rural setting. The last day of operation for D. & J. Gittins, as the bus proceeds towards Sweeny Mountain on 28 December 1966. *A. Moyes*

AT ONE TIME I was employed by a small village coaching concern. Not for us the glories of new Leylands and AECs that were enjoyed in the nearby town. Not for us the joys of being able to uplift no less than 56 passengers all at once on a magnificent diesel-engined double-deck bus. All we usually had were any four from six rattling, smoking, other-people's cast-offs! To reckon on any four from six was a bit of a gamble, too, as our two driver-mechanics were only able to do any fettling after their school runs, and then not on Tuesdays and Fridays which were the local market days. Of course, Saturdays were very busy and for religious reasons, or perhaps to save overtime (rarely asked for by us anyway), no overt maintenance work could take place on Sundays. In fact, as T'Main Man knew well enough, we had an unofficial roster whereby we did basic work on the vehicles (fuel, oil, sweeping out) on a Sunday morning en route to the Richmond Arms rather than going to church. It was far easier for one man to carry out the work than for all of us to emerge from our cocoons at 5am on Monday morning rather than the 7am possible by this arrangement.

There were two 'straight' drivers including myself; the previously mentioned two driver-mechanics; Sid down the village who'd always 'help out' — although holding a PSV licence he was the classical odd-job man, willing to do anything honest — or fairly honest — to make a varied living; and T'Main Man had two daughters who also had PSV licences and could help out at a pinch. For Beryl it was at a pinch as she was big. Not fat, but 'aye bonny'. About 5ft 10in tall (our eyes were level when talking), all of 13 stone, gruff and with a somewhat plain face. Here three interests were to find a husband, have children and cook! To get her into our early Leyland with its narrow cab door was fraught with possibilities but her slacks never actually split! She was normally rostered one of the Bedfords.

By contrast her sister, Pam, was a greyly negative person and as far as we could tell interested in nothing. She was somewhat 'put-upon' as a result.

The driving of the two women showed their differences. Ebullient Beryl wound the wheel furiously, accelerated and braked hard (but safely) and, with sweat pouring off her, used the horn imperiously on sighting a haycart, cyclist, or even a pedestrian. Pam drove greyly, quietly, but to us 'professionals', rather vaguely. Both got there in the end, and more or less on time. Beryl's fuelling of the vehicle was quick, her cleaning slap-dash, while Pam never quite grasped how to use the rotary pump, but while we did this for her she would clean both her own and our vehicles to the nth degree.

It was rumoured that Beryl once walked back to the garage grasping her steering wheel much as Fangio had that of his Ferrari in a Grand Prix. True or not, certainly once she broke a gear lever off at the base and drove back into the yard, passengers and all, in second gear. With steam belching out of the cab she threw the gear lever at me, laughed uproariously and then growled 'ee, lad, it's a right b....r ain't it?'. The passengers changed from grumbling to outright laughter, at the incongruity of the whole affair.

The vehicles themselves had seen far better days and despite whatever we did in the way of fitting new linoleum on the floor, up-rating the lighting, screwing up every loose nut and bolt, nothing could ever hide this.

Conductors were hard to keep in these conditions but an early attempt at driver-only operation foundered very rapidly. A hole with a loose-fitting sliding hatch was cut in the bulkhead behind the driver for him, or her, to collect fares, but this was perforce closed off when the local yobos found they could reach in and knot Pam's hair! The draught through the hole was also diabolical, as whatever their other variations the vehicles had one thing in common, no heating whatsoever in the

Left:
A Bedford OWB, first registered in 1945 and operated by Midland Motorways. *R. L. Wilson*

passenger saloons. To compensate for this the loose-fitting glasses which jangled in their frames ensured the windows were efficiently de-misted!

The oldest in the fleet was the prewar Leyland that baffled Beryl, but the oddest one was based on a lorry chassis to which a coach body had been rather insecurely attached. This body had been built by one of the firms that mushroomed during the war and who, at the end, found themselves somewhat unwanted. However, during the decade following 1945 there was an unprecedented boom in coach travelling and the orthodox vehicle builders were snowed under with work. Firms like our bodybuilders homed in on this and, for a short while at least, got as many orders as they could cope with. When their sins found them out they disappeared like snow in summer, and many were the sins!

The chassis being of lorry pattern had hard springs and juddered at every bump, with the gear lever shaking to such an extent that no wristwatch could stand the battering! Instruments at over 25mph (maximum 37mph) dissolved into a blur! A coach body assembled from wood so green that Liverpool Corporation would not have needed to paint it, and aluminium panels held on to this framework with (pre-rusted) ½in steel screws was a recipe for disaster in these conditions!

On one trip hurrying home late at night we became almost airborne over a canal hump-bridge and shortly afterwards the conductor tapped on the glass, and looking vaguely like a goldfish mouthed something at me accompanied by violent gesticulations. Being deafened by the roar of the engine I had no choice but to stop and to find out what was wrong. It seemed that when the coach landed after the bridge the emergency door had fallen out, lock, stock and barrel. Going back my headlights lit it up, unharmed and with unbroken glass. We tied it into place with one of the lengths of binder twine normally stocked in the toolbox and commonly necessary to re-affix the half bonnet when that fell off.

It had two other endearing habits. Sometimes the gearbox would lock up solid which, come rain or shine, necessitated crawling underneath and bashing the oily, greasy and mud splattered linkages with another stock item, a 4lb lump hammer. Amazingly, this never failed to work! The other problem was vacuum operated windscreen wipers. Any reader who owned one of Mr Ford's pre-Anglia vehicles will know exactly what I mean . . . As you chugged up the hill so the wipers stopped! The manufacturers must have known something for inside the cab they provided a knob for giving the wiper manumatic assistance!

One hill had a gradient of 1 in 9 with a right hand turn at the top, so there we were one Saturday evening, snow falling, with a full load (nominally 29 but probably 35-plus, complete with market shopping), all chattering away happily. Up front I am facing the facts that the engine is excessively hot for my left leg is roasting while, as was its wont, the right froze in the draught from the ill-fitting door; that the tangy-tangy taste of oil was more offensive than usual and that the arc cleared by the wipers was decreasing. If I took my right hand off the wheel we would go every which way in the snow and wind, but my left hand was necessary to hold the gear lever in place. If I took my hand off we would be in neutral (another of this vehicle's eccentricities) and I knew the brakes would be next-to-useless in these conditions. In desperation I found by pressing my head against the windscreen I could grasp the bakelite 'assister' knob in my teeth and thus improve the cleared area. At the top in a convenient layby I let the engine race and thus raise vacuum while scraping the snow from the somewhat blocked radiator grill, headlights and windscreen alike. The rest of the 26-mile journey was comparatively uneventful!

As we provided a service to people, not too much notice was taken of PSV Operating Instructions. At their simplest these required among other things that we should only pick up and set down passengers at authorised stopping places. To our even simpler minds it seemed logical that if old Mother Murgatroyd, 80 if she was a day, lived half-a-mile up a farm track and went to town every Tuesday, then every Tuesday at 10.15am and 5.20pm we went up the track! If Dolly wanted some medicine 'collecting from t'chemist', we collected it and stopped outside her door while the conductor delivered it. When Our Sal was proper poorly on the Friday, it was no problem to divert our route via the Doctor's surgery and get him to call. There were few private telephones

Right:
Although comparatively modern looking, this Commer Avenger with Churchill body dates from 1950. *Ian Allan Library*

Right:
In 1948 Abingdon Coaches (A. Pabot) took delivery of this Ford coach with 30-seat Thurgood body. *Ian Allan Library*

in such a rural area then and messages were transmitted mainly orally due to illiteracy, but our activities caused no harm to man, woman or beast. We knew that the four nice old ladies from the Heath who travelled in to collect their pensions on a Thursday never paid their fares until they were coming back. But we also knew both conductor and driver would be given a handful of sweeties by them on their return! If the kids going to school were a bit late on a Monday morning, what if we did wait two or three minutes for them? Their mothers had enough to do without additional panics.

And not all fares were paid in the coin of the realm. In season, chickens, ducks, eggs, bags of potatoes and nets of sprouts or other vegetables were proffered and accepted. We, and T'Main Man, knew that some of these people, particularly pensioned off farm workers, had a job to make ends meet. They, although short of money probably had a glut of vetetables or could spare a chicken, which we had to buy, so barter was logical.

How long this could have gone on for I do not know, certainly T'Main Man had plans to buy some newer vehicles and we seemed to be carrying more passengers, but unfortunately he had a stroke and sold out. Almost coincidentally Pam married an office wallah in the town, and Beryl, not to be outdone, married a police constable, alongside whom she was (almost) tiny.

The new boss ordained that we should be smart and efficient and obey PSV Operating Instructions, having the basics typed out and put in the cabs as a form of 'Holy Writ'. The old ladies from the Heath found they could afford a fortnightly taxi, Mother Murgatroyd, together with more of our ex-passengers, were taken into town by Farmer Hopkins in his Alvis. New timetables, made without recourse to the drivers' knowledge (or, probably, any sense) ensured the kids were late getting to school. So that revenue was lost and it was time for me, too, to seek new pastures.

But two events that happened to one driver whom I shall call Fred typified that era of local transport services.

Fred took his vehicle home at night so as to start the early morning run from the right end. It was winter, snowing and freezing cold. Fred invariably coddled his engine by removing the interior casing and putting a small paraffin heater in the cab and always put a blanket over the windscreen so that it did not freeze over.

Out he comes at 5.45am, full of eggs and bacon, into the dark and cold, starts the engine, uncovers the windscreen, puts the heater under his seat, replaces the casing and at 6am is ready to go. Can't see anything out of the back window for the snow, but mirrors show nothing behind. He reverses and, as he was skidding a bit, puts his clog down. Round the corner, still slipping a bit, straightens up and off on his run.

Half way round a passenger asks him who has bashed his back in? Fred looks and weeps. Luckily only the boot door and bumper (a massive but flimsy chrome affair) are buckled. Back in the yard, swearing vengeance he goes into the office to report the matter. T'Main Man looks up, 'Ah, Fred, the very man I wanted. Your neighbour, Mrs Sergeant, has rung in to say you've squashed her car'.

It appeared that the night before, to try to keep snow from drifting against the car's radiator, she had parked it, as she admitted, touching his rear bumper. He had propelled it around the corner and ambled off, leaving one foreshortened Singer behind!

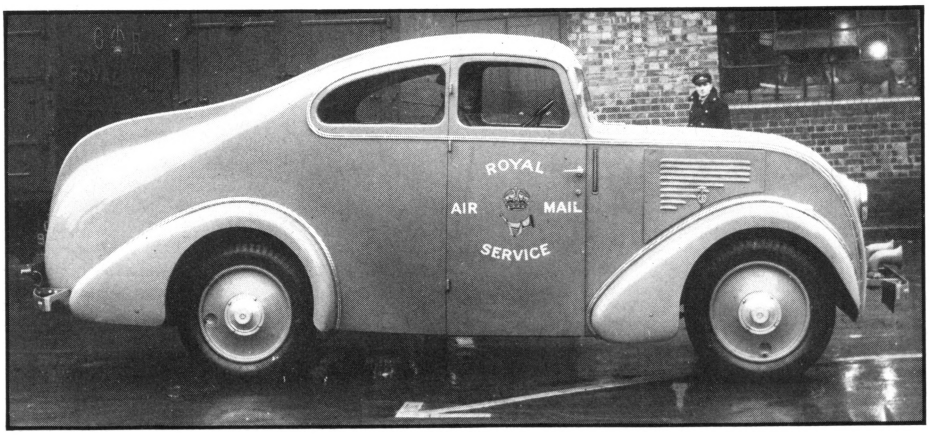
Some months later, 'his' vehicle repaired, Fred was on what we called 'The Nappy Turn', as most of our passengers on this service always seemed to be going to the Pre- or Anti-Natal Clinics. First pick-up was Gwendoline who was quite clearly about to transpose from one condition to the other. Ten minutes down the road a serenade of bells indicated a somewhat distraught conductor. Fred stopped, and gathered ''er was a-'aving of a bab'. By luck, Fred had been imbued with some medical knowledge in the Royal Navy and finding the drinking water drum due to be delivered to Mr Prosset was full and the ambulance box complete, tidied up the birth, which was, thankfully, uncomplicated; got back in the cab and let the Commer fly with the speedo off the clock, to the local Cottage Hospital. They dropped Gwendoline and the baby off, cleaned up and spent the next hour or so apologising for being late to the waiting passengers explaining, 'We had a bit of a mishap!'. The ensuing publicity in the local paper did the firm no harm whatsoever!

Left:
This Leyland TS8 with Willowbrook B37F body was originally operated by Potteries Motor Transport and then used by M. Charlton & Sons Ltd of Newbrough. *R. C. Davis*

PRODUCTMOBILE

Photo-feature and notes by Peter Daniels

IN previous years many manufacturers of consumer goods would operate vehicles with special bodywork which depicted their products. The advertising value was high and they carried a small load as well. Unfortunately, with today's high cost of specialist body-building and signwriting it makes such vehicles an uneconomic proposition.



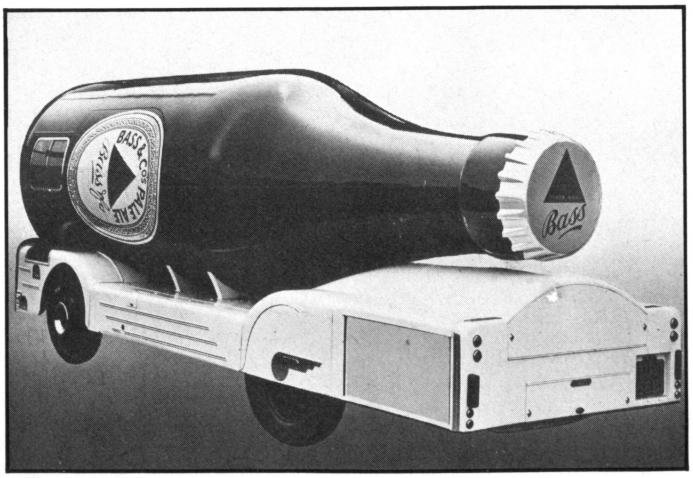
Above:
E&H Hora had been building horse vans in the last century and motor bodies since they were first developed, until they were taken over by Glover, Webb & Liversidge. This Ford Model T was a bespoke vehicle made to look like the products it carried. The upright can has a door at the rear for access to the load space, while the front can also has limited load space. The wooden wheels were embellished with metal discs to improve the appearance.

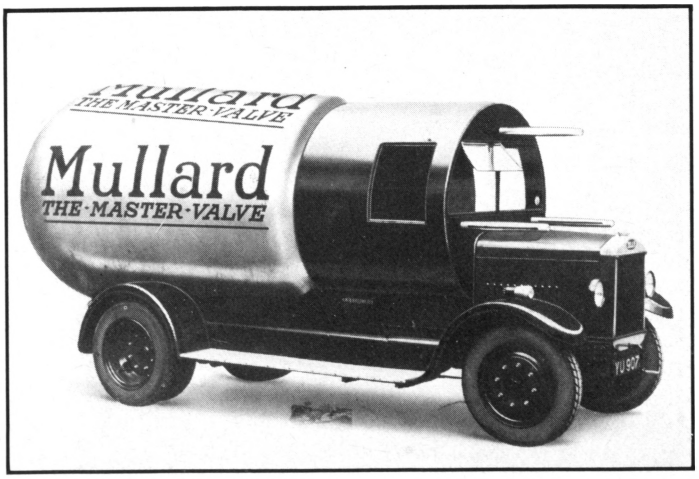
Left:
This Fordson 2 ton chassis was extended by Baico before the Mobilicity (a division of Cunard) body was fitted. The interior has removable exhibition displays which, when removed, permitted 900cu ft of load space. The Rawlplugs and screws on the outside were Duralumin.

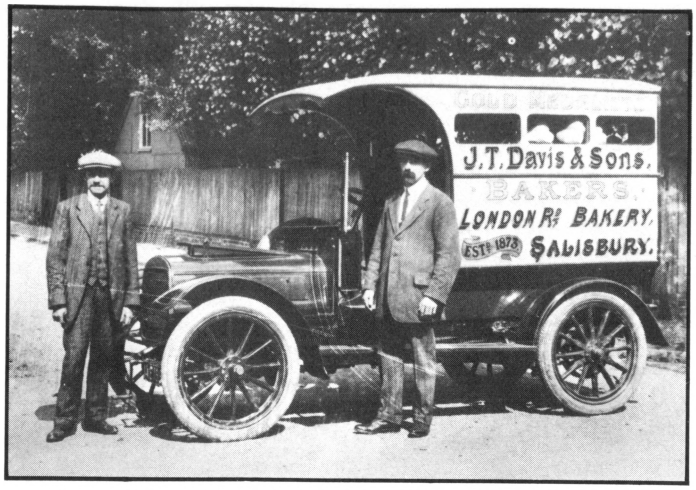
Lower left:
A streamlined van on Morris Commercial 30cwt chassis for carrying air mail letters and small parcels.

Bottom left:
A resin fibre glass bottle mounted on a Seddon Mk 7P chassis.

Bottom right:
Mullard operated this Bean, but had similar bodies on Lacre, Fiat and Ford chassis. A door at the rear gave access to the body and even the side lamps are designed to look like valves.







Above left:
The body on this early Darracq has windows in each side to display the loaves of bread. This, plus a bright and lively livery sets this bakers' van apart from others.

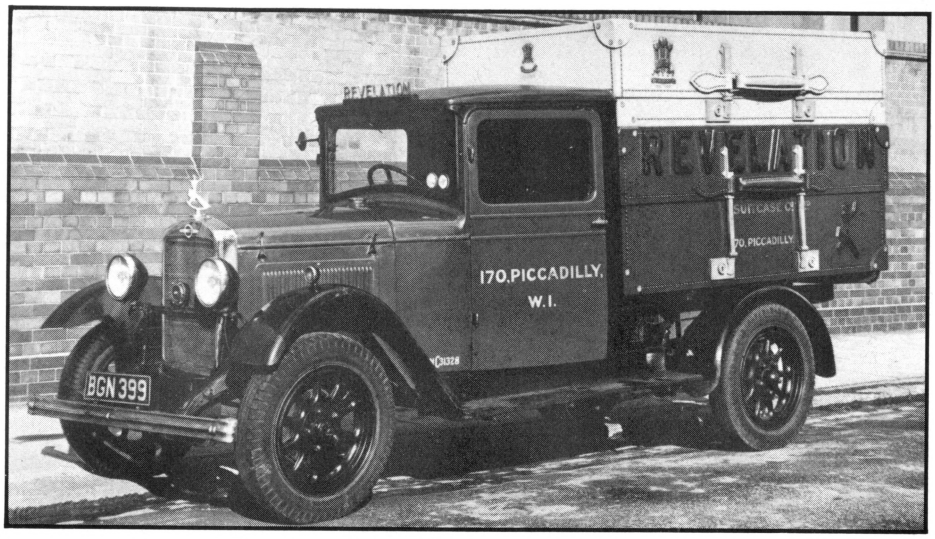
Above right:
A Rolls-Royce with Glover, Webb & Liversidge body. The radio looks quite real and half the speaker grille opens for the passenger. The canvas cover above the windscreen opens to disclose loudspeakers for public address work.

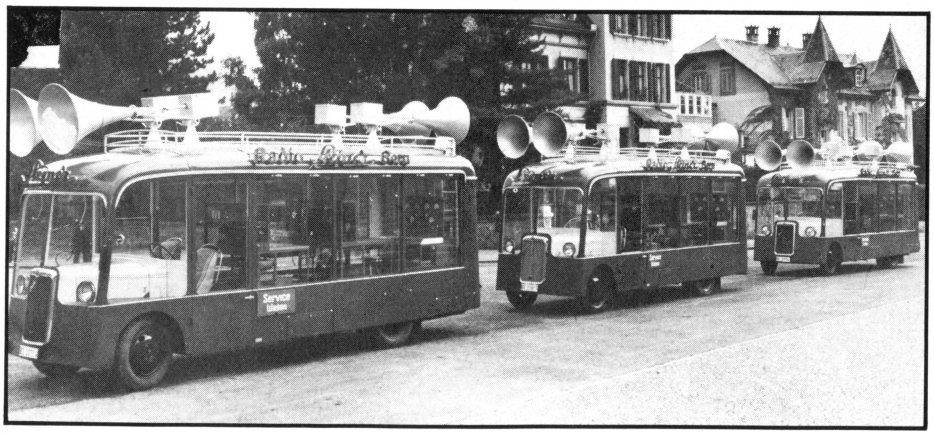
Right:
This 1934 Morris Commercial 'suitcase' van was supplied as a contract hire by McNamara & Co. The loadspace was made to look like two suitcases complete with corner pieces, handles and locks, designed and built by Cooper & Gaunt.

Lower right:
Three Bedford 2-tonners operating around Berne, Switzerland in 1939 as mobile workshops for the repair of domestic radios. They could also be used for outside broadcasts especially sporting events.

Bottom left:
A Morris Commercial 3-ton chassis carries this 'house' body. Finished in green and cream the interior is fitted out as an ordinary room with electric fire, tables and chairs, etc.

Bottom right:
One of the famous 'bottle' vans. This Daimler of c1936 is advertising Worthington's India Pale Ale but similar vehicles were operated by Guinness and also by Bass.





MORE STEAM FROM THE CROWN

Preserved Sentinel Steamers

Above:
A short stop on the 1964 HCVS run to Brighton.

A. S. Robson

AFTER RALLYING the Super Sentinel steam wagon for a couple of seasons the day dawned when we had to remove the boiler for a full inspection by the insurance company's boiler inspector. Illustrations I have in official Sentinel publications show a wagon parked over a tile-walled pit in idyllic surroundings at a Sentinel depot.

We removed the front wrapper from the wagon and all the boiler fittings and cladding. What to the casual observer seems to be the boiler with polished brass fittings is just a thin casing to conceal the insulation. In those days it was asbestos — before its cancer potential was known. After the lagging had been stripped off the boiler stood revealed.

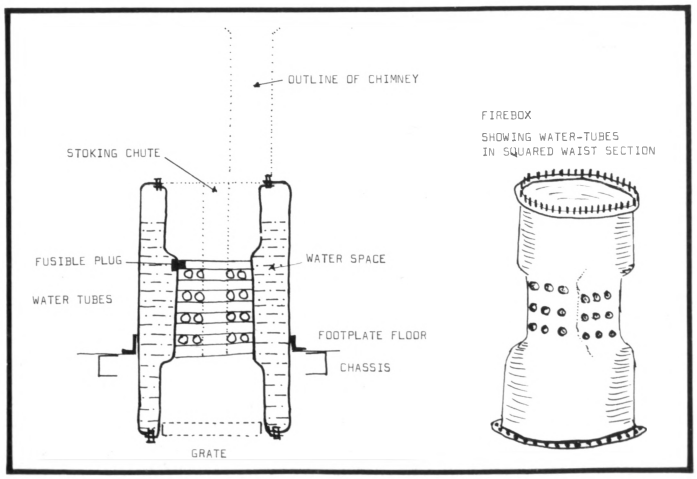
We had previously dug a square pit in the corner of the yard and lined it with cement. After the wagon had been drawn over the pit and lined up for the drop, we found that the pit kept filling with water up to the brim and as fast as we baled it out, it seemed to fill up once more. We had forgotten that an underground stream flowed across the yard and the pub cellars. Our pit was below the water table, so a high speed pump was hastily borrowed and the pit dried out and then relined with quick drying cement.

Basically a Sentinel boiler is two cylindrical tubes one inside the other hanging in the chassis of the wagon. One tube is the outer shell of the boiler and the second is the firebox that slots inside the outer shell leaving a space between the two for the water to circulate. The firebox tapers from the bottom towards the top with a squared off waist where the tubes that carry water across the fire space are mounted. Both sections of the boiler have flanges top and bottom, the firebox portions turn out, and the outer shell turns in, to make a pressure tight joint. The flanges where they meet are joined together with studs and nuts around the rim of the flanges, and a gasket material forms a steam tight seal between the two metal faces of the flanges. By removing all the nuts on the flanges and supporting the weight of the firebox, with a block and tackle, the two sections should part. That's the theory but the practice is somewhat different.

All the nuts were removed from the top and bottom flanges. Nothing moved when the strain was eased on the block and tackle, to let the firebox down into the pit. We checked that every washout plug and the mudhole inspection door were removed. By sliding a small torch down on a bit of wire, plus a dental mirror we thought that the two shells had cemented themselves together with boiler scale. So by working brass wedges into the flange joints we finally got the two sections to split, and found the cause of the trouble. Sometime in the past, someone had got the studs out of true and the holes did not line up by a few thousands of an inch, causing the studs to bind in some of the holes in the other flange.

At about this time the National Traction Engine Club brought out its new code of practice for engine owners and rally organisers. Safety, above all else, was the key word. Engine owners wishing to attend any affiliated club rally had to submit a current boiler certificate along with their rally entry form. Most of the engines from that date, have carried an NTEC disc that gives the date of the last boiler inspection. The boiler inspector that covered our area was an ex-Navy man who fully understood the special problems of the Sentinel with its small high pressure boiler. After inspecting the two parts of the Super Sentinel's boiler, he made one or two recommendations on

Below:
Rough sketch of Boiler Components — Sentinel type.



Below:
Taking water on the 1967 HCVS Brighton run. Mr E. N. Shone and David Carter are conversing at the front of the Sentinel.

Above:
A front view of the same location. Mr Shone appears to be closely inspecting the back of the cab.

parts of the boiler that needed some small repairs. Both sets of flanges were slightly wasted around the stud positions and the firebox lower skirt had some pitting in its surface. With modern electric welding technology those tasks were soon completed.

The Sentinels have water tube boilers. That is to say water is on the inside of the tube and the fire is on the outside. Most traction engines and railway locomotives have fire-tube boilers. This is where the hot gasses and heat from the fire is drawn along the tubes from the firebox to the smokebox (ie, the length of the boiler) and the water is all round the tubes. Water-filled tubes are also found across the combustion space in the firebox.

The tubes had to be removed and replaced, so it was time for the big hammer and large stilsons. The squared-off midriff of the firebox proved a bit reluctant to part with the old tubes, but we finally got them out. A few of the tube holes were a bit under par, but after building-up the edges with welding, and then grinding the excess metal off with an angle grinder, they were ready for the new tubes. One end of the tube is threaded and this is screwed into holes in the firebox wall. The tubes pass across the fire space at a slight angle to allow any scale and boiler sediment to fall out down to the bottom of the boiler, where it can be flushed out during a normal boiler wash-out.

As steam was being replaced by diesel power on British Rail tools for working with steam locomotives were being disposed of to the scrap merchants. Richard Nixon and I purchased a couple of hundredweight at 10s per cwt (50p), from Old Oak Common with negotiations taking some time but using the proper channels. After the new tubes had been rolled in we were then able to use a proper set of tube expanders to make them steam tight. The boiler inspector was booked to call again and after he had cast an eye over the work he indicated his satisfaction, but took away the fusible plug to remetal the core. The fusible plug is a safety device situated just by the top row of tubes, and is like a bolt with the centre core made of a lead-based alloy. If this becomes uncovered by the water in the boiler, the hot gases from the fire on the other side would melt the core and then steam and water would blow through into the fire space, thus dampening the fire and preventing the boiler being buckled and burnt by the unequal expansion of the firebox. I have always been brought up to believe that 'dropping the plug' is the worst crime in the book!

The firebox was then set up for a hydraulic test. A steel plate, with corresponding holes to those in the flanges, was clamped to the top and bottom of the firebox and made water-tight. Then the fire space was pumped full of water. In theory water cannot be compressed, but a small pump with a non-return valve makes nonsense of that theory! By attaching the pump to the firebox and steadily adding water from a bucket, via the pump, the water in the firebox can be pumped up to some very high pressures in total safety. If a leak does occur the water escapes in a fine jet or spray and the pressure collapes instantly giving a good indication of where the leak is at the same time.

When the test was officially over, we pumped the pressure right up to double the normal safe working pressure, then departed for lunch. On our return the pressure had not budged an inch.

Below:
Having just stoked up, the Sentinel DG4 climbs the gradient to Pease Pottage on the Brighton Road while taking part in the 1972 HCVS run. *S. W. Stevens-Stratten*

Everything was then re-assembled and the boiler put back into the wagon and a live steam test carried out. Everything was perfect and with a remetalled fusible plug, a brand new boiler certificate, plus a good report from the inspector, we were ready to rally the Super Sentinel once more.

With 40 by 8in wheels, the Super will jog along nice and steady at about 20-25mph. A wartime rebuild called Lightweight Super, built by Sentinels from spares during the vehicle restrictions, had a reputation in the steam lorry world of being 'nicked' for speeding in a 40mph limit zone in Yorkshire some years ago! Needless to say the driver and owners are reluctant to confirm or deny the story!

Only the rear wheels of our wagon are fitted with brakes. Two sets of shoes are fitted one to work the handbrake, the other the steam brakes. Stripping and cleaning the drums gave us evidence that the linings were worn and needed replacement. Our local motor factors were approached, more in jest than hope, and much to everyones surprise they had a complete set of shoes and linings on the shelf! Imagine going into your local motor shop these days and asking for a set of brake linings for a 1929 vehicle! The new shoes were fitted and the drive chains adjusted to take up some slack. After a couple of local rallies the wagon was signwritten in the original owner's livery.

Coming back from Brighton one year the electrics packed up just as I was coming into the outskirts of London. Luckily, the oil lamps were not just for show and these were lit at the bottom of Streatham Hill. On getting to the traffic lights at the top of the hill a policeman stepped out from the kerb and asked me to stop making so much smoke. On stepping back to the pavement he nearly vanished between the front wheels of an ex-General K type bus that was part of the London Transport Collection. The driver of which honked his horn with fierce passion and made some very loud uncomplimentary comments about the policeman's family tree!

Further along the road home, after crossing Westminster Bridge, I stopped the wagon for a breather and to drop off one of my passengers. Just as I was about to start off, fire appliances came at the wagon from all directions. One fireman had the first aid hose unreeled, and the nozzle stuck through the nearside cab door, before the appliance he was riding on had fully come to a stand. After a couple of hectic minutes explaining that I did not want the fire in the cab putting out and once the 'white-hatted officer' had joined the group things got sorted out. They then discovered that the vehicle was a steam wagon with a coal-fired boiler and not an ordinary lorry on fire in the heart of London, the firemen creased themselves with laughter!

So the Super moved off toward the north and home at The Crown, all the other steamers there had been back for some time and they were all getting a bit concerned about my non-appearance back at the yard.

Our next long distance run was to participate in the Cambridge Rag Week. Off we set really bright and early one morning — about 4am if I remember correctly. Not long after we left the main A1 road, to cut across country, to take in one of our watering points, prior to the next long 'dry' stretch of road, the Super developed a distinct 'click' that could be felt in the cab through the body. Mr Shone stopped the wagon and we had a good look round the vehicle, paying a great deal of attention to the chains, thinking it was possible that a link had lost a roller. Nothing came to light, so we decided we should turn back in case the fault was something more serious. Something was drastically wrong — it was getting worse by the minute — the 'click' had developed into a nasty 'thump' then — suddenly the wagon just stalled with the wheels locked! We had another look round, but could find nothing. It was decided to jack up the rear end and turn the engine over very slowly to see what happened. The engine turned over about half a revolution then jerked back the other way! It was clear that there was nothing we could do at the roadside, as this was a job that needed tools and equipment we had back at the Crown.

After contacting a friend with a Bedford pick-up he came out and towed us home. At some time in the Super's life a home made free-wheel device had been put on the end of the drive shaft, so when we had to be towed we did not have to remove the drive chains as one did on other Sentinel Supers.

The post-mortem took place the next Sunday — but not as early as the week before! After stripping the pan off the base of the crankcase, we removed the wire mesh screen above that and peered into the innards of the engine. Nothing looked wrong. Then holding the wire mesh up to the light revealed metal fragments embedded in the mesh. Jacking the wagon up and turning the rear wheels by hand brought a stripped timing gear sprocket into view.

After making sure that was the only thing that was amiss, we put the pan back on to keep the dirt out and then sat back to think how to get the repair to the engine undertaken. Our Fairy Godmother must have worked overtime for along the grapevine came the word that The London Brick Company at Peterborough had for disposal some Sentinel engine parts. My Scammell Scarab was hastily pressed into service and Mr Shone and I headed up the A1 once more. For Sentinel owners it was like an Aladdin's Cave — we just kept loading bits on to the platform of the Scarab as they came to light out of sheds and scrap piles. One heap of coke was a real gold-mine. These bits from the LBC were all from their narrow gauge railway which ran round the Brickworks, so they were all locomotive parts, but the same timing sprockets were there with other bits.

After getting back to the Crown, no time was lost in getting the engine lowered down out of the chassis, to get at the innards. The damaged cog was held in place on the shafts by a key-way and that was in good and tight. Heat and pressure were the only things that would make the thing move. Heat was provided by a blow torch and pressure from a small hydraulic jack and some wooden packing. With my head and shoulders in the inspection hatch playing the blow torch on to the sprocket; when it did finally jump free the bang it made had my ears ringing. On putting the replacement in and reassembling the engine it was thought that the original cog could be repaired by building it up with weld and then recutting a new tooth. That cog must be on the shelf in the stores to this day!

After that mishap we decided to be a bit more careful when topping up with oil in the crankcase, as it was quite possible that the cause of the trouble was a chip of coal or stone getting into the works.

In the book *The Sentinel* by W. J. Hughes and J. L. Thomas, (David & Charles) there is an illustration of a Super Sentinel boiler, showing a cut away drawing of an early type of boiler with angled grooves or lands in the firebox wall that carried the tubes across the firespace at very sharp angles. I have not seen a firebox like that, only the type I have described.

Below:
Nearly there! The Sentinel rounds the gardens at Grand Parade, London Road, Brighton with about ½-mile to the finishing line.

Driving all hours – 7

REMINISCENCES OF BYGONE DAYS

A. Potter

Left:
A Leyland Beaver of 1934, probably similar to the one mentioned in the text, but this one is fitted with an oil-engine. *Ian Allan Library*

DURING THE WAR, one of the attractions of driving a lorry on the Chartered fleet of the Ministry of Transport was the infinite variety of goods you carried, another was the fact that almost every journey was a surprise, you never knew where you would be sent next. I carried everything from expansion joints and other materials for the building of airstrips, to 24ft copper strips for the armature of a huge turbine to be built for Russia, from steel telephone poles for Turkey, to NAAFI supplies and loads for the American PX, not to mention relief supplies for all our blitzed cities and towns and such rarities as platinum ore.

During the course of the war I met soldiers and airmen from all parts of the world, especially when delivering to remote camps. I often came out of the camps with 30 to 40 servicemen on board, giving them lifts to the nearest town or to their homes. In this way I met Americans from every state, Canadians, Kiwis, Aussies, Norwegians, Dutch, French, Belgians and a few from Africa and the East. One such is worth a special mention. I delivered to a camp in Scotland and met a French soldier who had been evacuated with our troops about the time of Dunkirk, but from near Bordeaux. The next time I saw him was about 1970 when I was on holiday at an old and remote farm in the Upper Dordogne Valley. He owned the little farm next door. Unhappily, he died two years ago.

On one trip having delivered in the London area, I was ordered to collect some war supplies from Woolwich and proceed immediately to an address in Birmingham. I do not know to this day what the goods were but it was in the early hours of the morning when I reached the address in Birmingham. After a short rest I reported to the Regional Office of the MoWT and was sent to Great Barr where I loaded steel telephone poles which had to be delivered post haste to a ship in Hull. My papers were given the appropriate stamp authorising me to drive straight through to my destination.

As I approached Hull along the Hessle Road a 'bombers moon' was shining, the bombs were falling, searchlights blazing and the 'ack-ack' (anti-aircraft guns) barking. The load really was urgent. As soon as I arrived at the Docks, a Staff-Sergeant, acting as Transport Officer, had me pulled alongside the ship's derricks and the poles were loaded aboard. Apparently they needed the steel poles because the ants in Turkey eat up all the wooden ones, or so I was told!

The supplies for the American Forces provided great temptations for all those involved in handling them. They had things which had become luxuries to us. Personally I found the Yanks very generous (so too was the RAF), whenever I had the good fortune to have to stay overnight at one of their camps. I remember vividly going to one of the Stanley warehouses in Liverpool and collecting some 12 ton of American 'Mars' bars for delivery to an American PX in Suffolk.

Since I had collected similar loads before I knew just how many cartoons to put in a row, and how many rows I needed along the length of my flat. As I was part way through the last stack the checker shouted 'Thats your lot'. I said 'All right, take the lot off and count them'. Since the stuff came from the third storey they were not very keen to take it back and eventually they asked me how many more I wanted to complete the load. I told them to keep sending until I told them to stop. I finished with five cartons too many to teach them a lesson! I often wonder how often they had got away with this trick. I carried them about for three weeks not knowing what to do with those extra ones, for there were too many to eat. Eventually I left them at a PX near Framlingham. If you had the good fortune to stay overnight the only problem was you probably got Pineapple and other exotic fruits mixed up with your bacon and eggs!

For a short time towards the end of the war while my ERF was being given an overhaul I was engaged on NAAFI and PX deliveries and had as my partner for this short period a real character, Arthur Brees. He was as strong as an ox, a keep fit fanatic, did not swear or smoke, and a real pal, but full of practical jokes.

One day as we went along a narrow street we found a car blocking the way. Arthur asked the driver, politely, to move his car, but he proved awkward. Arthur made no more ado, he simply put his back to the radiator, his hands under the front bumper, and lifted the front of the car on to the pavement. He then went round the back and repeated the medicine. The car's owner was not the only one who was flabbergasted!

On another occasion we were together at Gayton, where there was a 'glasshouse' (military prison) on the site. We had been delivering all day and arrived too late to deliver their load. We asked if there was anywhere nearby where we could stay the night and were referred to the RSM (Regimental Sergeant-Major). He proved to be one of the old school, waxed moustache, knife edge creases in his trousers, a parade ground bellow — the lot! However, he said he had two vacant cells we could use. He took us to the 'Glasshouse' and showed us where we could stay, and told us to report to the canteen for supper. After he had gone, Arthur went round the cells aping the RSM, lifting all the peephole covers in the doors to inspect the inmates! I was expecting us both to be put on a charge! However, we had a good night's sleep after a slap-up supper and we had a good breakfast next morning in the Sergeant's Mess.

There was a sequel to this visit. Some time later, after the end of the war, we heard the RSM had shot himself when he retired. The army was his life and I suppose he could not live without it and probably had no home to go to.

Incidentally, Arthur drove a Leyland Beaver with a petrol engine. It was a real flyer and he kept it absolutely spotless, even the carburettors and the copper pipes under the bonnet shone like gold. It was his pride and joy.

On one occasion when returning from Scotland, we were put on a NAAFI run. You could be caught with one of these for

almost anywhere. I once bought one in Leith and started to deliver in North Yorkshire, delivering to Catterick, Leeming Bar, Topcliffe, Linton-on-Ouse, and Dishforth among others. With an artic (like my ERF) there were many deliveries. I spent one night at Dishforth among the bomber boys. Apart from sleeping in the cells it was not too bad and the grub was good.

The weather was cold and misty, with snow and ice. Finding your way around in such conditions was not easy, and remember there were no signposts. The natives sometimes took the propaganda 'Careless Talk Costs Lives' very seriously and were cagey about telling you the way to an aerodrome. My last delivery on this load was to a training unit near Harrogate and the roads around this camp were like glass, so slippery I had to get a gang to push me to the gates, even though the road was as level as a billiard table! Definitely not the surface you would choose for an arctic. Even ticking over in low gear the tyres would not bite on the surface.

After leaving Harrogate I was ordered in to Thorpe Arch to collect a load of munitions for delivery in Berkshire. Fortunately the weather got a little milder as I drove south. When I reported to Didcot after delivering my load, I was told that one of the firm's Bedfords had been involved in a serious accident. The driver was Ben, a man who never harmed a soul and a good and careful driver. Apparently he was climbing a hill going south from Harwell on the A34 towards Newbury. He was on his proper side of the road, minding his own business, probably doing less than 20mph uphill, when a convoy of six American six-wheelers came tearing down the hill, apparently racing one another. The first of them lost control on a bend, swung broadside on and killed poor Ben. He left a wife and seven kids under the age of 12, with another expected. I am glad that I was able to get his widow and children substantial compensation from the American Forces, but it took some time.

Those of us on the Chartered fleet of the MoWT must have known many items of information which 'Jerry' would have like to know. This was inevitable as we went to factories and collected stuff that few outside of those factories ever heard of. We collected rockets and special bombs and other ammunition long before their existence became publicly known. Sometimes the security arrangements led to difficulties, occasionally almost to a farce.

I once went into an RAF Maintenance Unit, I believe it was 25MU Hartlebury, and was informed they had a top priority AOG (Aircraft on Ground) job for me. The RTO (Transport Officer) told me he had four special Merlin engines for delivery to an aerodrome in East Anglia, but first he had to get clearance from the Air Ministry as it was 'Top Secret'. I waited while he phoned someone in the Ministry for clearance and details of the delivery point. At first they gave him the code number for the aerodrome. He replied 'That is no use, how will the driver find it?'. The argument went on for some time with the RTO getting more frustrated and angry by the minute until he finally lost his temper and told them 'If I can't have the full address you had better come and deliver the bloody things yourself'. It turned out they were for two fast unarmed Mosquitos that were running the blockade to Sweden from Scampton. They were a real picture, painted sky blue and polished like glass.

On another occasion I collected a load of special bombs from Fazackerley Munitions and Ordnance Depot. I was given a very thorough briefing. I was told these bombs had been filled with a new and very powerful liquid explosive and that I was to avoid all towns on the journey as far as possible. I was to stop for ten minutes every hour and check that the tyres and brakes were not overheating. If I stopped for a meal the load must be parked away from all buildings. In case of breakdown or any other problem, I was to notify the police and also ring a certain number. I remember I followed the instructions scrupulously, even to the extent of parking in a disused sand quarry, near home, while I had a meal.

When I reached my destination, which was an underground ammunition store near Fauld, a village near Tutbury, I backed up to a tunnel in the hillside. The place had been constructed out of an old gypsum mine and the whole of the hillside was honeycombed with tunnels and manned by the RAF. The 'erks' — Aircraftsmen to you — just stood at the back of my wagon and threw the bombs on to little trucks on the narrow gauge railway running into the hillside. I was absolutely scared stiff. I told them about the special instructions and they just grinned.

I was right to be scared because shortly afterwards the whole lot blew up, killing everyone inside. The top of the hill was blown skyhigh! The blast was heard 30 miles away and windows were broken in Uttoxeter, Stoke, Burton and many other places. Surprisingly villages close-by escaped damage, apparently the blast was mostly vertical. No one knows how many civilians were killed and injured. The damage was so severe that there was a security clampdown on information and the full story has yet to be told, although some information has recently been released.

I suppose that such things are bound to happen in wartime, and maybe it is as well we did not realise the extent of some of the calamities we suffered or we might have given up the ghost. I can tell you, when I learned of the explosion at Fauld about two days after it happened, I shuddered and wondered if some poor driver like me had been unloading the special 'bombs' when it blew up. There were other explosions at Ordnance Depots and dumps, notably at Ardeer in Scotland and, of course, ammunition ships and trains also blew up.

As at other times one of the problems in wartime was the finding of decent digs. It was made worse by shortages and rationing, and was especially difficult for those of us, especially on the Chartered Fleet, who had to go wherever we were sent. Although most controllers tried to work you back towards home, it was not always possible. You might get within 40 miles of home, an emergency would crop up and you would be diverted. For example, I once loaded from the Black Country for the Isle of Wight, with engines and transmissions for ships' lifeboats. From there I was sent to an aerodrome in West Pembroke. I then loaded out of Pencoed with explosives for an aerodrome near West Mersea in Essex. Then I was sent to Harwich (Parkstone Quay) and loaded for Birmingham. Remember the speed limit was still only 20mph and the nominal limit for a day's mileage was 176. By this time I was 40 miles from home but I was sent to 25MU Hartlebury for some engines for Scampton.

Generally I found digs in Scotland very good, there were some lousy ones — actually as well as figuratively in places like Glasgow and Edinburgh. I cannot recall a good one in Edinburgh, but Miss Smith's off the Paisley Road in Glasgow I do remember. It was clean and the food was good, the helpings generous, but she was fussy! 'Wipe your feet, Take your overalls off' etc. But her heart was in the right place. My own favourite going north from Carlisle was Mrs Christie's at Crawford, but there was a good one at Johnstone Bridge, and the Moss at Todhills was all right.

My favourite stopping place en route to the ferry at Stranraer was a house in Newton Stewart. I used to stay overnight when catching the morning sailing. On my first trip to Belfast I stopped in the village to ask for digs and was told the lady of the house would probably put me up. I was made welcome, had a good supper, a clean bed and a marvellous breakfast next morning. I made some complimentary remarks about the food and she asked me when I would be coming back, so I told her Wednesday night, as it was then Monday morning. On my way home she supplied me with a nice piece of bacon, a dozen eggs and a lovely cock chicken. I don't think they knew there was a war on!

This was typical of the places I stayed at in the remoter parts of Scotland, such as on trips to the submarine base at Campbelltown, or the aerodromes near Thurso and John O'Groats. Good digs were very important if you were snowed up in the Highlands, or on Shap, or even stuck in Larne, because of the weather or because the ship had been commandeered to act as a troop ferry for American soldiers, which happened from time to time.

I was involved in a lot of trips to Scotland and Ireland and the weather could be a tremendous hazard on the old roads in winter. Shap and the Rest-and-be-Thankful were notorious, and although the army and the councils made tremendous efforts to keep them clear, because of the

important supplies they carried, they still caused huge problems from time to time.

Douglas Moor was another trouble spot. I left Crawford one morning at day-break with 12 Rolls-Royce Merlin aero-engines I was taking from 25MU Hartlebury to Rolls-Royce at Hillington for modification. When I pulled out it was raining, by the time I reached Abington it was freezing. As I climbed the hill from the little river bridge about 2 miles beyond Abington I saw a council Bedford parked at the side of the road and facing me on the brow of the hill. The men were working on the verge.

As I approached, a removals van belonging to MacIntosh of Glasgow came into view. When the driver saw me he slapped on the brakes and promptly turned broadside on! Since the road at this point was only about 18ft wide and his van was 24ft long there was no room for me so I pulled the unit hard over on to the bog, driving on as far as I could. The front of the cab of his lovely Leyland Tiger van caught on the runners of the cradles carrying the engines as he went by. The whole front was torn out. I can see the driver now! He was hanging on to the wheel for dear life, the horn was blaring from a short circuit when suddenly he snatched the wire off and all was silent.

I then learned that there five men in the back of the van and they had been thrown around like sacks of potatoes. The van was built on a coach chassis. Fortunately no one was seriously hurt and the only real damage was a wrecked cab, a few bruises and some of my cradle runners had slightly splintered ends. There was some delay in getting me pulled out of the bog, and again at Hillington, while they examined the load, but no damage to the engines had occurred.

One other memorable occasion was in snow and ice at Shap. I was climbing the stretch above the famous Leyland clock when I noticed a hold-up near the top of the slope. I pulled into the side some safe distance from the lorry blocking the road. It was an AEC Mammoth MK 2, so I jumped down and got some rocks from the wall at the side of the road and chocked up my drive wheels to stop her slipping backwards on the snow. Following me up the hill were three other artics, all Bedfords belonging to Pickfords. The drivers pulled up, put their handbrakes on, and jumped out. About a minute or so later all three started to slide backwards into one another, with the inevitable result of damage to the radiators etc of the second and third and a vehicle behind them. After we put the AEC, which had caused the hold-up, into the side we went back to our lorries. I put mine in bottom gear and let my old Gardner tick-over and she pulled away while I walked alongside and pulled out the rocks and put them back on the wall. As soon as I was satisfied she was safely on her way I climbed in and away we went slowly but safely.

After the fall of Dunkirk arrangements were put in hand to transfer the old rail ferries from the Channel Ports (running services Dover/Folkestone to Calais/Boulogne etc) to the Stranraer route to carry supplies to Northern Ireland, for the Chartered Fleet served the troops, aerodromes, shipbuilders, and the aircraft industry on that side of the water.

The first load I took on the ferry was four huge radial engines for the Short Sunderland flying boats being built at Short Harland at Belfast. This was the first of many I collected from Napiers and other places.

Strangely enough it was from Napiers that, in 1944, I first learned of the imminent invasion of Europe. I went to collect four Bristol radial engines for Short and Harland and was actually loaded when I was told they would have to come off again as the ferry service was being discontinued. I guessed it could only be because they had an even more important use for the ferry boats. Incidentally, the huge cases the engines were packed in often came back empty, though often they had engines for overhaul or other modification jobs. Sometimes these empties were used for the unofficial purposes of carrying servicemen who were 'sneaking' home for a short unofficial leave. I never heard if any were caught at it. It was quite a risk they took, because the ferries were often held up by the weather. Being stern loaders they had to be reversed into Larne Harbour and in heavy seas this could be impossible since the stern tended to lift as they backed up, pushing the propellers out of the water and so prevented them from moving in reverse.

On one trip to Larne at the height of the U-boat campaign in the Atlantic we had a load of new recruits aboard the ferry and they were a motley bunch and very raw. It so happened that the sea was flat calm but misty, and normally the Irish coast was visible soon after leaving Stanraer. On this occasion we were half way over before we could see it and one young lad turned to me and asked what it was. I told him it was Ireland, and he said 'Thank God, before them f------ subs get us!' I shudder to think what would have happened if he had been on my next trip, because as we approached Larne some of our own subs surfaced off the point as they returned from a patrol, raising their 'Jacks' as they broke the surface. I am sure if the youngster had seen these he would have dived overboard!

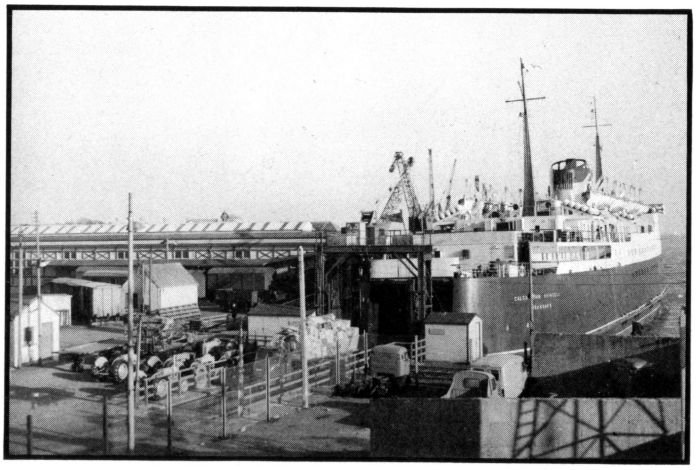
The day before VE Day I was sent to the English Electric works at Stafford to collect a load of flat copper strips for delivery to Parsons Turbines on Tyneside. They were 24ft long and had to be kept perfectly flat. Again the load was very urgent and I had to go straight through. It was not until I reached Parsons about lunch time the next day that I learned that the war with Germany was over. No radios in the cab in those days! I was lucky, to get unloaded. As you can imagine everyone was very excited, even the MoWT told me to go home empty!

Knowing that my wife's younger brother was convalescing at a hospital just north of Newcastle I went to see if he could get leave, but he had to see the MO next day about a possible medical discharge because of his injury and he could not risk leaving. However, I collected about 50 from the camp and was delivering servicemen all the way home, including some to the estate where my brother-in-law lived in Droylesden. I called and told his wife he was OK. I dropped my last passengers outside Stoke station.

To be continued

Below left:
A view of the docks at Larne, taken in 1962 with the TSS *Caledonian Princess* unloading cargo. *Ian Allan Library*

Below right:
A British Road Services lorry drives off the 'garage deck' of the *Caledonian Princess* at Stranraer. *Ian Allan Library*



The Scout story

Stuart Broatch

THE HISTORY of Scout Motors Ltd, automobile manufacturers of Salisbury, Wilts goes back to 1888 when William and Albert Burden started making clocks with their father at 101 Fisherton Street. They also had a factory in Wilton Road, on the present site of Pickfords Depository. In 1899 the factory was burnt down and premises were acquired in Tollgate Road, but these were vacated three years later for a new factory just off St Ann Street, called Excelsior Works, as the two brothers had decided to produce engines for motor cycles, boats and agricultural machinery; their manufacture of clocks finally finished in 1904.

Albert Thomas Burden, the younger brother, was born in 1871 and had spent some time in Germany, then regarded as the centre of fine clockmaking, and he was a first class precision engineer with considerable technical skill. He was to become the leading force in the development of the Scout cars from their inception until the close of the business in 1921.

The firm changed its name to Scout in 1904 and the company received some good press reports on the performance of its motor boat engines. It would appear that motorcycle sales were very small and they were purely a development for the testing of engines which could later be enlarged for use in motor cars.

In 1905 Scout increased its capital to £30,000 and in September of that year the first car was registered. It was entered in the Isle of Man Tourist Trophy Race, but unfortunately it went off the road at Wallop and was unplaced. Three different models were offered — 4hp and 6hp twin-cylinder designs and a 12hp four-cylinder model. This was one of Albert Burden's errors, for he tried to produce too many different designs rather than concentrate on one model. Further, he decided to make everything themselves, rather than buy in components as William Morris did with the Bullnose models some years later. This meant that, when car production started, Scout were employing up to 80 men, often working 60 hours a week, when only six or seven were needed to asssemble the chassis.

The inhabitants of Salisbury and the surrounding districts began to place orders for the cars, particularly the medical profession and the existing works were found to be too small. In October 1907 a move was made to a new factory at Churchfields on Bemerton Heath. Four standard cars were now being produced ranging from a two-cylinder 12hp model to a new 30hp six-cylinder car, while in 1909 the range was increased to six models the largest being the 5,386cc 40hp car selling at £730. This compared with a Rolls-Royce Silver Ghost chassis at £985. The sales for 1909 showed an increase of 62% over 1907 and about 100 cars were produced during this period.

The last marine engine was produced in 1909, the same year saw the introduction of the Scout Commercial with initially five models being available for 5, 10, 15 and 20cwt load capacities.

As was common practice at the time, Scout's would publish letters of appreciation they had received from satisfied customers. Their advertising slogans around this period proclaimed 'Nothing succeeds like success' and 'How to Fly — Purchase a Scout car, they simply fly up hills in top gear and skim along the ground like a bird'. During 1910 their advertising emphasised that the vehicles were British throughout and urged people to support home industries. They exhibited at shows in Winchester, Bridgwater and Warminster. It is also likely that they exhibited at the Olympia Motor Show in November in that year, possibly previewing their 12/14hp car which was to become their most popular model.

The first motor bus service between Salisbury and the outlying villages began in 1912 when Hall and Son of Orcheston began a service via Tilshead and Shrewton to the Market Square in Salisbury on Tuesdays, Thursdays and Saturdays. These early buses were of Scout manufacture with locally constructed bodies, possibly by Actons of Greencroft Street, Salisbury. Within a short time services to Ringwood, Tidworth, Upavon and Bowerchalke were being operated. The *Salisbury Journal* for June 1913 showed a photograph of buses lined up on the Western side of the Square in Salisbury where Brewers of Ringwood had their latest vehicle with Pullman body for 26 passengers constructed by Actons. It was painted in French grey with a contrasting green line and had the interior finished in walnut woodwork and the roof decorated with gold stars in transverse panels.

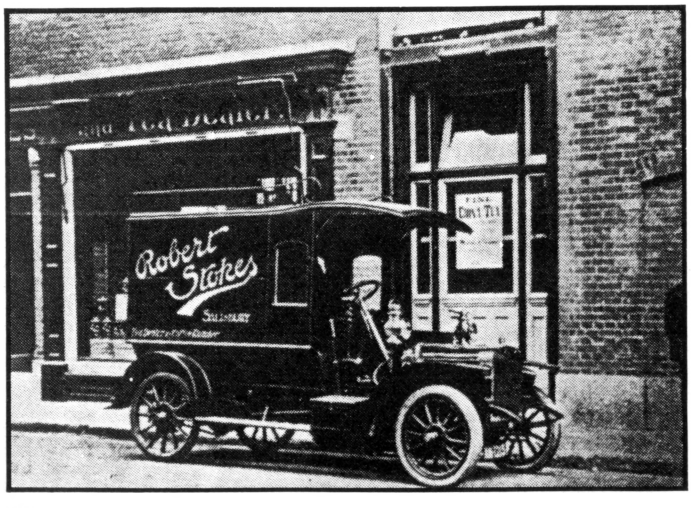
Scout was getting established in the commercial field and were featured in *Commercial Motor* for August 1912. The Joint Isolation Hospital at Old Sarum had purchased an ambulance, in the same year, which had given several public demonstrations of its capabilities. It was described as being silent and smooth despite the apalling conditions of the roads in the Salisbury area at that time.

The advent of World War 1 either made or broke some of the smaller firms and unfortunately Scout Motors Ltd fell into the latter category. Prolonged bickerings over Admiralty contracts sadly debilitated the firm. Albert Burden was instructed to manufacture bombs and mechanisms for magnetic mines for use in submarine warfare, while in 1915 a lot of the machinery was removed and taken to France.

The production of vehicles was not able to restart until January 1920, some 18 months after the War had finished and there were still problems in getting

Below left:
A Scout 4/5cwt, two-cylinder delivery van supplied to a local grocer.

Below right:
William Lucas, the Scout test driver, at the wheel of a 1908 six-cylinder 30hp, Roi-de-Belges car, which cost £650.



payments from HM Government for the war contracts. The general depression following the War, the shortage of money and the acute competition from America was causing serious problems to many small manufacturers, not least Scout Motors.

Scout had a problem to meet the higher postwar cost of labour and materials, but orders for 4 ton and 5 ton commercial vehicles were reasonable. However there was competition from such firms as Maxwell and Ford, who were able to offer cheaper vehicles, plus the general decline in new vehicle sales as operators were being offered reconditioned ex-WD vehicles at very low prices.

However, detailed improvements were made to the models and the catalogue showed a wide range which could be offered. The magazine *Motor* in September 1920 highly praised the 15.9hp four-seater touring car, complimenting it on its quality of construction.

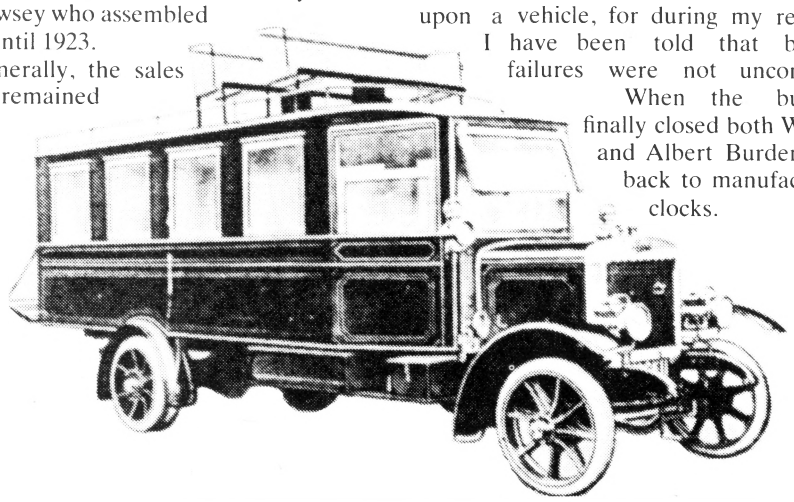
The firm had a stand at the Bath and West and Southern Counties Show in May 1920, when the 15.9hp car was priced at £550. This was now the only car chassis produced and was sold to Wiltshiremen on the marque prewar prestige rather than on associations of khaki paintwork.

By June 1921 the Salisbury operation was almost finished and during that month proceedings began for the compulsory winding up of the company. The Judgement Debt was £112 in the name of Gordon Richards of the SRO Ball Bearing Co, London. The firm gave its notice of voluntary winding-up and the remaining parts and stock was sold to Whatley and Co of Pewsey who assembled cars until 1923.

Generally, the sales had remained largely local throughout the 19 years of the company's existence. One exception was a 20hp car sold to Richard Marsh of Newmarket who was racehorse trainer to HM Edward VII, while another notable event was in 1906 when Percy Dean drove a standard 17/20hp, 2,926cc, Scout Tourer into ninth place in the Isle of Man Tourist Trophy Race.

Why did Scout fail? In the end probably because the first postwar slump found the firm deficient in strength and flexibility, plus the earlier failing of not keeping to just one or two models and the reluctance to purchase ready-made components, even such items as nuts and bolts. Possibly the Burdens did not fully understand the stress and strains that are inflicted upon a vehicle, for during my research I have been told that big-end failures were not uncommon.

When the business finally closed both William and Albert Burden went back to manufacturing clocks.

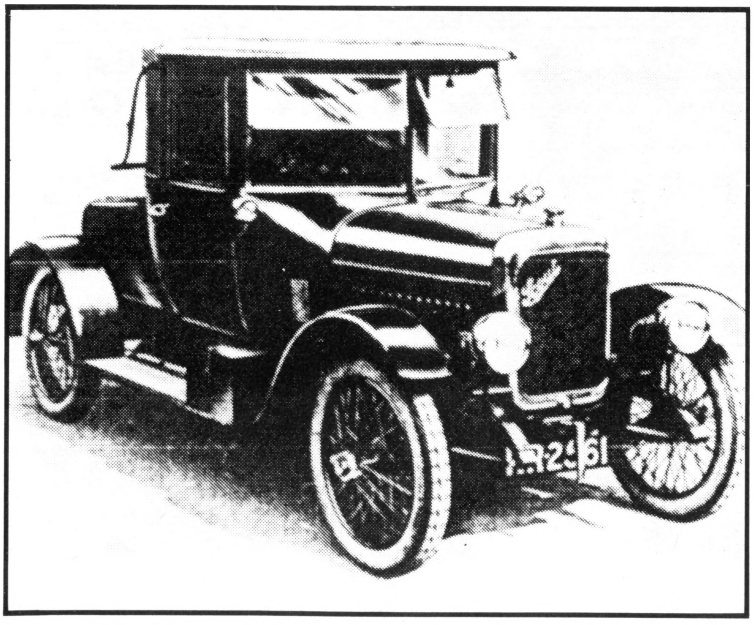


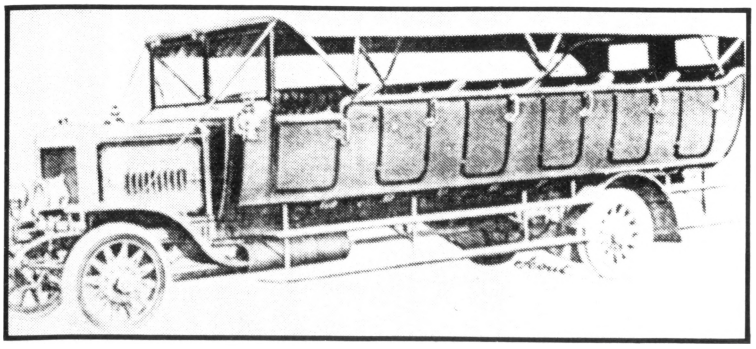
Below:
The last model produced by Scout was the 15.9hp chassis, shown here with a Coupe body in 1920.

Right:
A 25hp Scout 'Pullman' bus. Note the seats on the roof!

Bottom:
A Scout bus of 1915 supplied to J. Hall & Son of Orcheston.

Below right:
Copy of an article which appeared in *The Motor* for 8 September 1920.

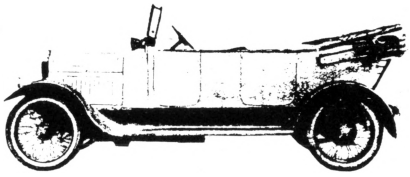




Reprinted from **The Motor** *September 8, 1920.*

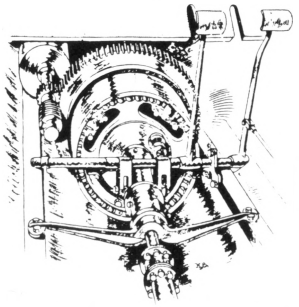
THE NEW 15·9 SCOUT.

A Sturdily-built Car with a Novel Cork Clutch.



DURING the 12 months after the Armistice Scout Motors, Ltd., of Salisbury, were engaged upon Government work. Their contracts have now been completed, and production of their cars will soon be well in hand.

The model which they have decided upon for the coming season is the 15·9 h.p. chassis, on which can be fitted either a four-seater open touring body or closed body as required. This chassis is a very well designed and sturdy job, which impresses us as being well up to any work the English motorist may require. The workmanship is good, and the design incorporates one or two novel features, which lift it out of the ordinary run of cars.



Instead of the internal member of the clutch being lined with fabric or leather, cork inserts are used, as is shown herewith.

The four-cylinder engine, having a bore and stroke of 80 mm. by 130 mm., is obviously designed with a view to accessibility. Internally, the crankshaft has a centre bearing, and the white-metal big-ends are lubricated by pressure supplied by a gear pump situated in the sump, oil flowing through leads drilled in the shaft.

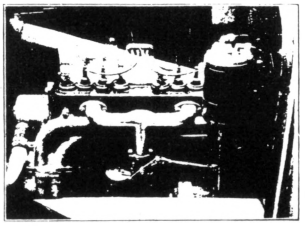
The timing gear is driven by means of silent chains, while a single Whittle belt, which takes its drive off a pulley on the fore-end of the crankshaft, conveys motion to the Smith dynamo and large three-bladed aluminium fan. The fan bearing is adjustable to take up slack in the belt. Side-by-side valves are employed.

Perhaps the most novel feature of the engine is the exhaust manifold system. In point of fact, two manifolds are employed, one of which takes the gases from the front and back cylinders, and another one which deals with those exhausted out of the two middle valve ports.

The object of this is to obtain more complete scavenging than is possible with the ordinary manifold system, and the reason is that with the ordinary type of manifold, when one exhaust valve is just closing, another one is operating and exhausting vigorously, thus preventing gas getting freely away from that cylinder which is nearly completely exhausted.

Otherwise the engine is normal, the Zenith carburetter being supplied by an Autovac tank. The plugs and compression taps are fitted in the valve caps, and thermo-syphonic water circulation, in conjunction with a large Serck radiator, being employed.

Of the transmission the clutch is the most interesting component. The inside of the flywheel is turned as a cone, but the internal member of this cone is an aluminium disc with cork inserts set round its edge. This construction can best be seen from the accompanying sketch. In order to obtain a gradual take-up of the drive four of the cork inserts are spring loaded and adjustable. In practice this clutch is extremely efficient. It is progressive and very smooth in action, while it is practically impossible for any slip to take place. The pressure to engage it, moreover, is extraordinarily light, and the clutch pedal can be depressed with one's little finger.

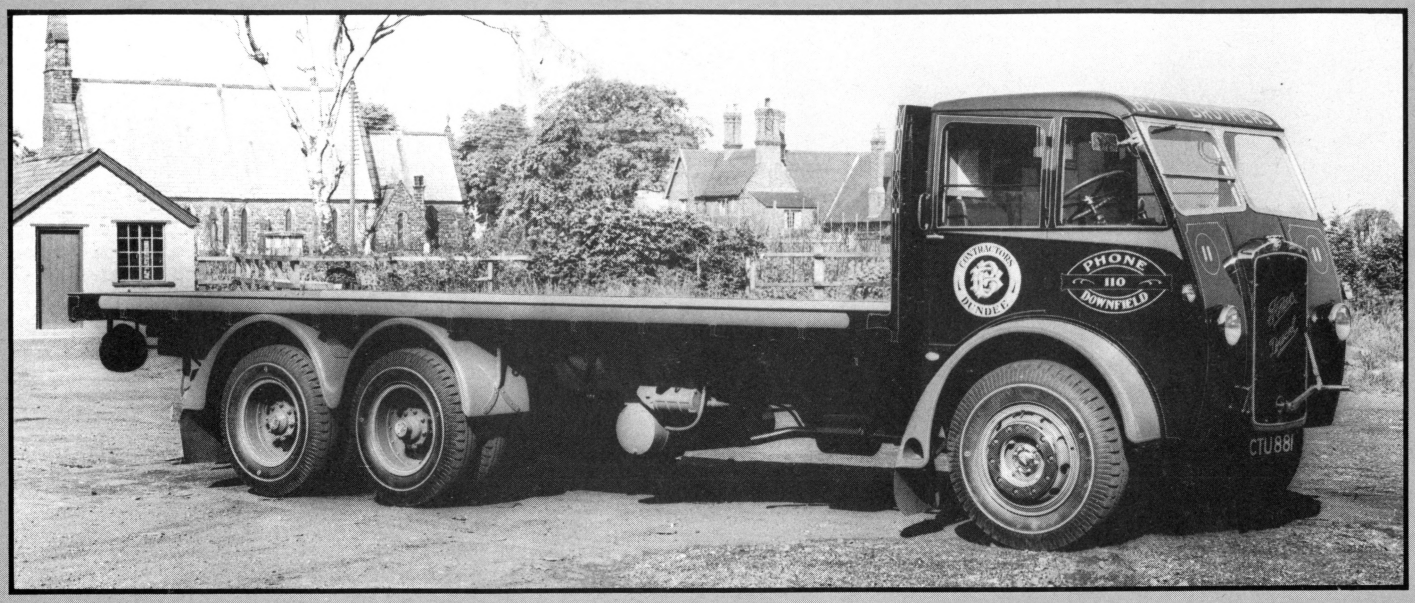


The Scout engine. Observe the twin exhaust manifold, the object of which is to provide better scavenging.

The gearbox, which provides four speeds and reverse, is, with the engine, slung in a separate sub-frame inside the chassis, a large universal joint being interposed to allow for any relative movement.

New 50 Years ago

Photo-feature
All photos from Ian Allan Library



Above:
This standard Foden six-wheeled 10/12-ton flat platform lorry was exhibited at the Highland Show, Melrose on 23-26 June 1936. It was fitted with a Gardner oil engine and the latest pattern 'streamlined' cab was to remain standard for many years.

Left:
A Thornycroft Dandy 3-ton van with 1,000cu ft of load space in the service of a well known removal contractor.

Below:
Another Thornycroft and more removals, this time a capacity of 1,450cu ft in the 22ft 10½in body length built by REAL Carriage Works of Ealing. The chassis has a four-cylinder petrol engine developing 85bhp, a wheelbase of 17ft 4in and 36in by 7in tyres.

Above:
National Benzole took delivery of 10 of these Thornycroft Handy 2-ton chassis on which the Aluminium Plant & Vessel Co Ltd of Putney built 600-gal two-compartment tanks. The livery was cream with black lettering.

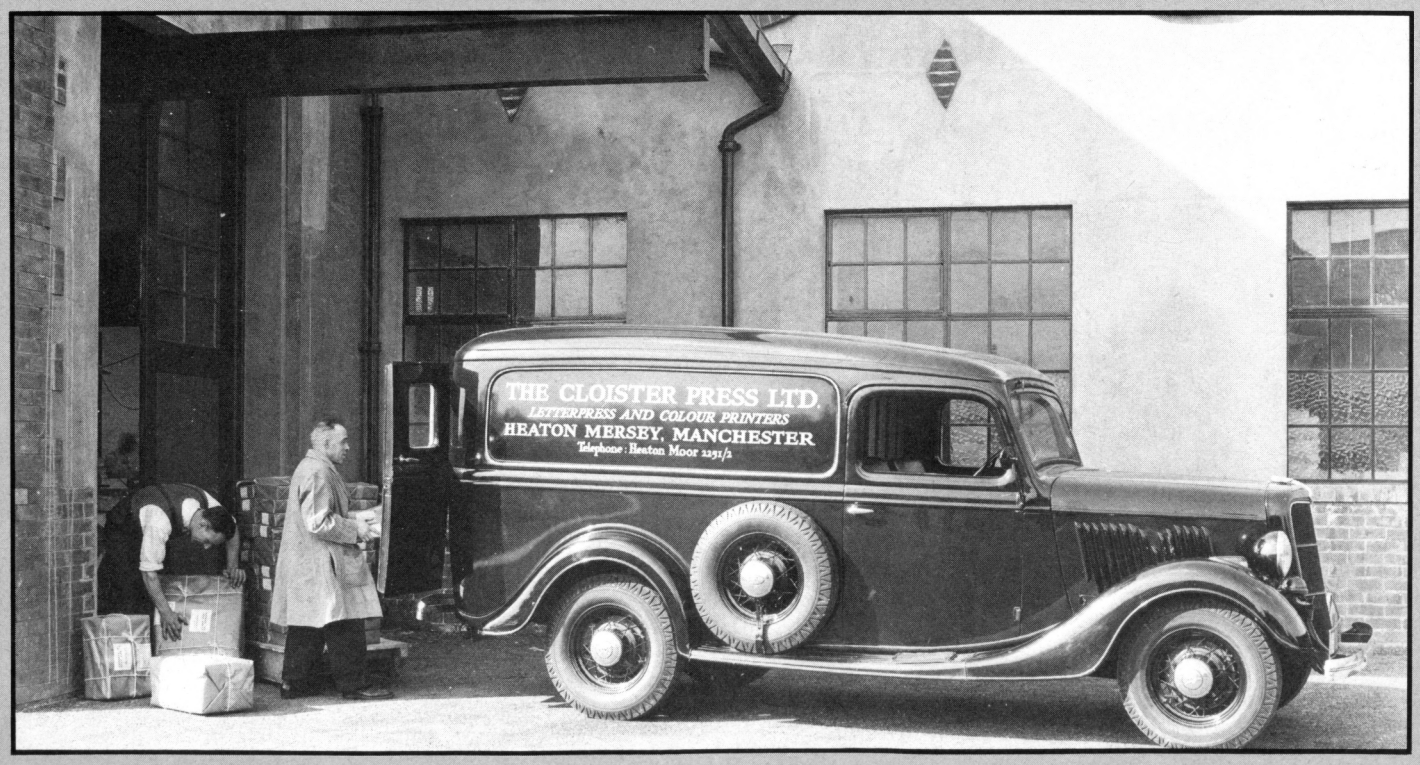
Right:
One of the first Thornycroft normal control 7/8-ton Trusty models delivered in July 1936 to a wholesale provision merchant.

Below:
The Institute of Public Cleansing held their annual conference in Portsmouth in 1936 where this Dennis side loading 12cu yd refuse collector was shown. The wheelbase is 9ft 6in.

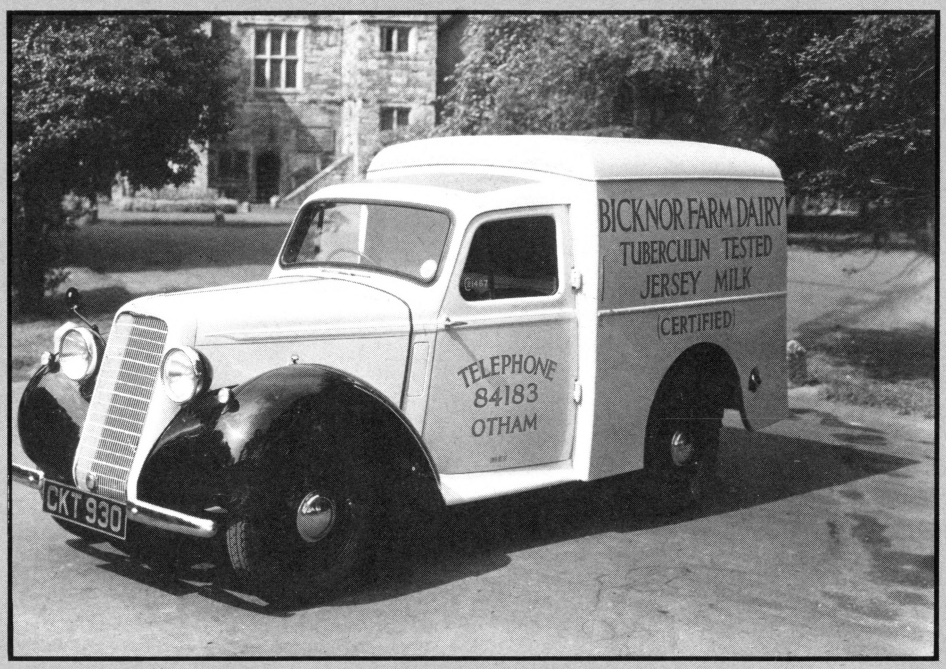
Above:
Peters & Barham of Romford had 34 Fordson vehicles in their fleet in 1936. This was the latest acquisition.

Left:
Alongside the old Kingston power station, which was seriously damaged by fire c1938, is this Bedford 3-ton lorry fitted with a Harvey Frost twin-boom crane.

Below:
This stylish Fordson 15-cwt van was typical of the period, seen here being loaded at the Heaton Mersey works of the Cloister Press.



Above:
It must have been a good quarter for Thornycroft! This Bulldog model is attached to a Dyson semi-trailer operated by another well known removal specialist.



Right:
This commer 8cwt van had many parts common to the Hillman Minx car of the same period. It is shown against the background of the Archbishop's Palace at Maidstone which dates from the reign of King John.

Below:
A Leyland Lion, one of 20 supplied to Northern Ireland Transport, with a body seating 36 passengers.

Left:
The standard Bedford QL, except the hind quarters are those of a Bren carrier. This vehicle did not go into production.
Ian Allan Library

ARMY LORRIES-1

The Bedford QL

S. W. Stevens-Stratten

THE BRITISH ARMY had been interested in four wheel drive vehicles since the first World War and in the 1920s/30s several makes were tried and tested, the most successful being those produced by Morris Commercial. However they were slow to put any great numbers into production and at the beginning of World War 2, they only had a few such vehicles. However, this soon changed and they received the Albion FT11, Austin K5, Ford WOT6, Karrier K6 and Thornycroft Nubian all in the 3 ton class, while the RAF had the Crossley Q type.

The most popular and most prolific of all the 3 ton 4×4s was without doubt the Bedford QL, the first of which rolled off the production line very early in 1941 and continued until 1945 by which time a total of 52,245 had been built. The slow start on producing the 4×4 can be partly attributed to the fact that it was an entirely new design for Bedfords, who already had full production lines of their normal 4×2 trucks for the Services, and it took half again as much man-power to produce the 4×4 as against the 4×2.

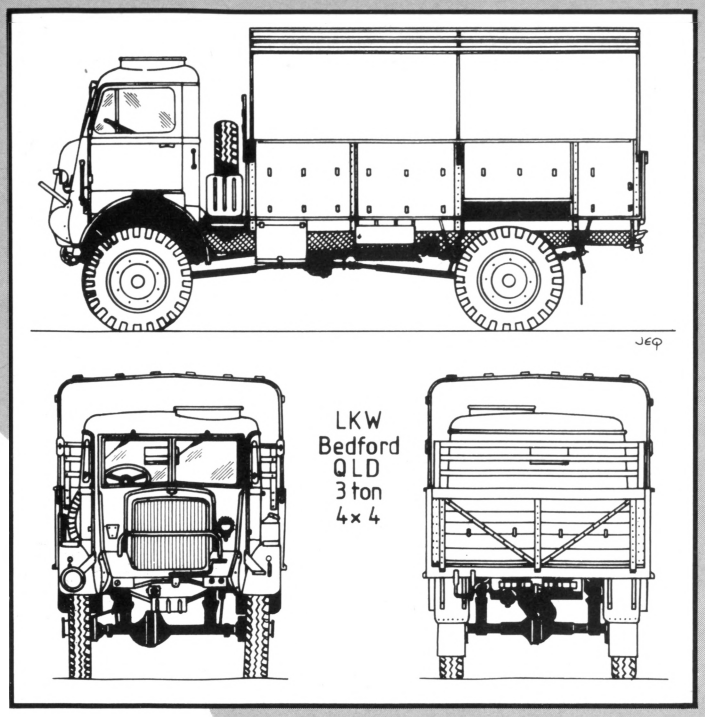
Fitted with an all-steel body, the Bedford QL was powered by the standard Bedford six-cylinder 3,518cc overhead valve engine as used in all their other trucks at that time. It is learnt that Bedford designers and engineers wanted a higher powered engine for this vehicle which was heavier than their normal trucks and as it was to be used for cross-country work would call for greater torque. However, the War Office thought otherwise and placed standardisation as a more important factor. It speaks well for the engine, for there were numerous cases where the vehicles were mercilessly 'flogged' and carried considerable overloads — in some cases nearly 10 tons — through the thickest mud, over rough terrain and in loose sand, and yet the engine never failed or even gave a hint that they were being over-stressed.

The War Department had hoped that the introduction of the 4×4 chassis would enable them to replace some of the older 6×4 vehicles which dated back to the 1930s. Unfortunately the longer bodies, usually for special purposes such as mobile workshops etc could not be accommodated on the QL chassis.

A wide variety of bodies were put on to the QL chassis as shown below, and some interesting experiments were conducted with the vehicles. One of these was the substitution of the rear wheels for the shortened version of the tracks of a Bren carrier. The thinking behind the idea was to conserve rubber tyres and that the tracks at the rear would aid cross country travel. In the final analysis the traction was not improved and the shortage of rubber was overcome, so the design was not put into production. Another design which was not produced beyond the prototype was a QL with the cab and engine 'on stilts', so that the vehicle could be driven off landing craft into 10ft of water without failure. When it came to the invasion of France, the standard Bedford QL, with suitable water-proofing around certain parts of the engine was able to cope without trouble.

Throughout its production the Bedford QL had very few modifications. The centre metal strip running vertically in the centre of the wire mesh radiator grille was discontinued fairly early on in the production run, plus the circular Bedford badge gave way to a rectangular one. Later models had the cab built so that it could be split horizontally at windscreen level to enable the vehicle to be airlifted (coded APT — air transportable) with consequent reduction in height, in fact many were carried in two Douglas C47 (Dakota) aircraft — the chassis in one plane and the body in another. Later models had a flange fitted to the wheel hubs so that they could receive slings for 'craning' on to the decks of cargo ships.

Left:
The Bedford QLT Troop-carrier.
Ian Allan Library



Above right:
The 'Giraffe'. The idea of the MoS for use in the invasion on ship-to-shore duties. The idea was dropped in favour of normal waterproofing! *Ian Allan Library*

Right:
Civilian use in 1947 as a convoy of QLs now owned by the General Post Office carry telephone equipment. *Ian Allan Library*

Below right:
Southport Corporation purchased four QLs in 1946 for use on a new service along the sands between Pier Head and Ainsdale. The chassis was lengthened by 2ft and a new body fitted seating 24 passengers. *Ian Allan Library*

The QL was a delight to drive, for the controls were within easy reach, the high driving position gave excellent visability, the noise level was not too high (unlike the Austin K5 — known as the 'Screamers'), while steering was light and positive; although fast cornering would induce a nasty roll, especially if loaded. A separate gear-stick was provided to engage four wheel drive which automatically selected the low transfer box. For normal road use the vehicle was driven as a conventional 4×2 with the high gear ratio.

Civilian uses

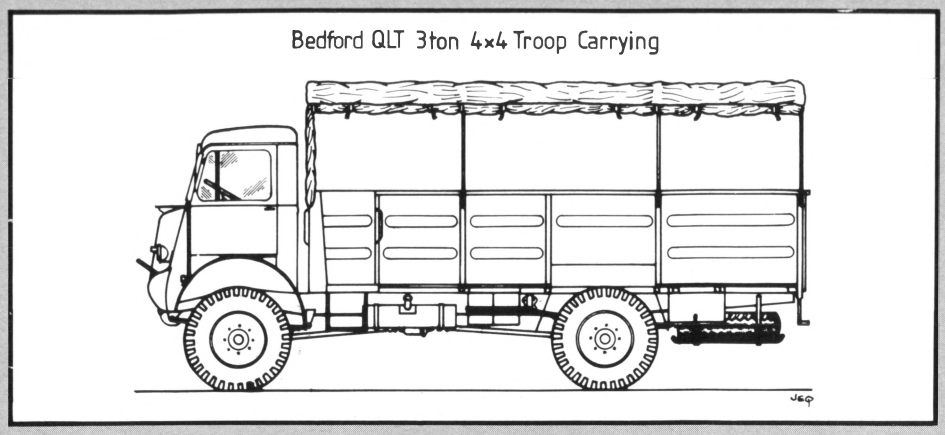
Few QL models found their way into the civilian market as transport vehicles, but several were purchased by timber merchants as logging tractors, a few were purchased as breakdown/recovery vehicles by garages and transport organisations. Very few appeared on the fairgrounds, but the Bertram Mills organisation used several for hauling their trailers to and from the railhead to the circus site.

Data on the various QL models

The QLD 4×4 3 ton General Service

This was the standard QL with steel body and removable canvas tilt.

Engine: Six-cylinder (85mm bore and 101mm stroke) ohv, 3,518cc developing



72bhp at 3,000rpm (RAC rating 17.3hp) 6.22:1 compression ratio. 1,932lb/in torque
Clutch: Single dry plate 10in
Gear ratios: *High* 52.7:1; 25.3:1; 12.5:1; 7.3:1; 52.2:1 (reverse)
Low 102.03:1; 49.03:1; 24.6:1; 14.14:1; 101.04:1 (reverse)
Rear axle: Fully floating, spiral bevel 6.16:1 ratio
Steering: Worm and sector
Brakes: Hydraulic with servo assistance on all wheels. Handbrake on rear wheels only
Springs: Semi-elliptical front and rear
Tyres: 10.50-20 track-grip
Fuel: 28 gallon tank behind cab alongside spare wheel
Overall length: 19ft 8½in
Overall width: 7ft 5in
Overall height: 10ft (8ft 6in stripped for shipping)
Wheelbase: 11ft 11in
Ground clearance: 12in
Front track: 5ft 8in
Rear track: 5ft 6½in

Inside of body: 12ft 5in by 7ft by 6ft height
Turning circle: 55ft
Gross weight unladen: 3ton 4½cwt
Gross weight laden: 6ton 17½cwt

QLT 4×4 3 ton Troop carrier

The most popular of the QL variants, and many ex-servicemen were transported in one of these from their demob centre to the nearest railway station. They had a sheet metal body with detachable canvas tilt, which could be rolled-up over the two inward-opening doors on both sides at the front of the body, beneath these doors there was a 'strap' type step. Double hinged doors were at the rear with hinged steps. The QLT seated 29 in the body plus driver and officer or NCO in cab. Folding wooden bench seats hinged to each side with removable knife board seats in centre. Spare wheel in carrier under rear of vehicle which permitted body to be moved to back of cab.

When laden with personnel they would be unstable on cornering due to the human load being above the centre of gravity and one feels they would not have passed a civilian psv 'tilt-test'.

Dimensions where different from standard.
Overall length: 21ft 10in
Overall width: 7ft 6in
Overall height: 9ft 6in
Inside of body: 15ft 10in by 7ft 1in by 6ft height.

QLR 4×4 Wireless Office/Mobile Operations Room

House type body on standard QL containing desks and benches for radio equipment (receiving and transmitting) with seats for five operators. Interior layout varied for specific purposes. Later models built on QLT chassis. There were several variations of cabin.

Dimensions where different from standard.
Overall length: 20ft 6in average. 22ft 3in (maximum)
Overall height: 10ft

QLB 4×4 Tractor for Light AA (Bofors)

These replaced the earlier Morris CD/SW 6×4 vehicles, for towing the Bofors 40mm anti-aircraft guns. The vehicle carried a crew of seven plus spare gun barrel and spare gun wheel, plus four cases of ammunition. A useful piece of equipment was a side mounted winch with 175ft cable.

Dimensions where different from standard.
Overall length: 18ft 8in
Overall height: 9ft 3in

Above left:
A civilian recovery vehicle utilising the Bedford QL chassis and cab. *Philip Bradley*

Left:
Bertram Mills Circus used this QL to tow their trailers between circus site and railhead. *Philip Bradley*

Other QL variations

Several 'house' type bodies appeared on QL chassis covering such duties as mobile dental surgery, (often towing a two wheeled trailer); fire tender; mobile offices; and a mobile kitchen. There was also a tip lorry version (APT) and the QLC model which was a QL chassis as a tractor (ballast box at rear) fitted with a fifth wheel and permanently coupled to semi-trailer.

Above left:
A Bedford QLT in use by the Bertram Mills organisation. *Philip Bradley*

Above right:
A preserved QLR with 'house' type body seen on the HCVS London-Brighton run in 1969. *S. W. Stevens-Stratten*

Another version was the 'gun portee' which looked like a flat truck with staked sides. It carried a six-pounder gun and the cab had a canvas top, with side sheets and a folding windscreen, so that the gun could be fired forwards. The top of the radiator was protected from barrel blast by a steel 'shelf' projecting from the scuttle. This variant does not come within the category of a road vehicle. The same remark applies to a variation fitted with Cockatrice flame-throwing apparatus.

Collectors Scene

SMALL DINKY VANS OF THE '50s

Pat Hammond

Photos by the author of models in the Salter Collection

THE POPULARITY of advertising vans in the current ranges of Corgi Classics, Matchbox Yesteryears and Lledo Days Gone has its origin in the 1930s for the idea of increasing sales of a particular model by offering it in a wide range of liveries is not new. The Dinky 28 series vans of 1934 is still one of the largest ranges of these colourful display pieces ever made in Britain and today among the most sought after by collectors. More than 30 different liveries were produced, from Palethorpes Sausages to Atco Mowers, and some are very rare.

The 28 series died in World War 2 but the popularity of these colourful vans was evidenced by the speed with which Meccano Ltd introduced new models after the War.

Between 1951 and 1957 four different small van bodies appeared with an assortment of advertisements on their sides. Each was clearly based on a prototype. The first was a Trojan 15cwt which appeared in 1951 and this was followed three years later by two 10cwts — the Austin A40 and the Bedford CA. The last type was the Morris J van which first appeared in 1955 in Royal Mail livery but not until 1957 as an advertising medium.

The Trojan 15cwt van

This appeared with six different advertisements. In each case the van and wheels were in the same colour; either red or green or, in one case, blue. The first to appear, in 1951, was the red Esso van (31a). It was renumbered 450 in 1954 and was followed in 1952 with another red van which proclaimed that Dunlop was the world's master tyre. This was at first numbered 31b and later 451. The third year saw the first green version sporting Chivers Jellies which 'always turn out well'. This was 31c and later 452.

The same year saw the introduction of the short lived blue Oxo van which is the rarest in the series and thus commands a higher price. By the following year it had been withdrawn.

The three earlier variations were withdrawn in 1957 and replaced by two new ones; a green Cydrax which we are told we should drink because it is sweet and sparkling and a red Brooke Bond Tea. These were numbered 454 and 455 respectively. The Cydrax disappeared in 1959 and the Brooke Bond Tea the year after. Thus none of the Trojan 15cwt vans survived into the 1960s.

The Austin A40 10cwt van

Compared to the Trojan, the Austin A40 was sleek and modern looking. The space for displaying adverts, however, was much smaller and the three which reached the shops all had short and snappy messages.

With no new Trojan livery in 1954, the Shell BP A40 in its red and green livery must have been most welcome. It was also a useful vehicle for those with O gauge railways or garage forecourts to adorn.

The red Nestlés van (471) came the following year looking smart with it's gold transfers and yellow wheels. It was followed two years later by the dark green Raleigh Cycles van (472). Drawings in the Meccano archives reveal that a fourth design was planned for overseas sales bearing Omnisport transfers. It is not known what became of this nor what colour scheme it would have had but it seems it was scheduled for introduction in 1958.

The A40 vans lasted longer than any of the others surviving well into the 1960s. This is an indication of their popularity and particularly that of the Shell BP which was not withdrawn until 1965. The Raleigh Cycles had been the first casualty in 1960 followed by Nestlés in 1963.

The Bedford CA 10cwt van

If the A40 was a design of the 1950s, the Bedford CA belonged to the future. As a schoolboy I recall thinking how futuristic they looked when they first appeared on the streets. At the time I very rarely spent my pocketmoney on Dinky Toys but in the case of the Bedford Kodak and Ovaltine I made an exception. I had seen them in my

local toy shop and had been unable to resist their colourful liveries. They remained trophies from my childhood gathering dust on top of a bookshelf until four years ago when I was tempted to sell them.

The first Bedford, the Kodak van (480) appeared in 1954 in the familiar yellow of Kodak film box relieved only by red on the wheels. It was followed in 1955 by the Ovaltine (481) in a pleasant mid-blue with matching wheels.

The third version (482) appeared the third year and was indeed the only new advertising van in 1956. Carrying Dinky Toys transfers it was painted yellow and cream and just survived long enough to be paired with a Bedford Pallet-Jekta van (930) which appeared in 1959 in matching livery. The smaller van was withdrawn the following year along with the Ovaltine version. Kodak had been dropped in 1956.

The Morris J van

It is sad that only one version of this model exists with adverts when one considers the large expanse of advertising space on the sides of the model. The Capstan van (465) is in two-tone blue with a third shade of blue for the wheels. It arrived in 1957 but disappeared again only two years later.

Our photograph also shows the Royal Mail van which used the same body between 1955 and 1961.

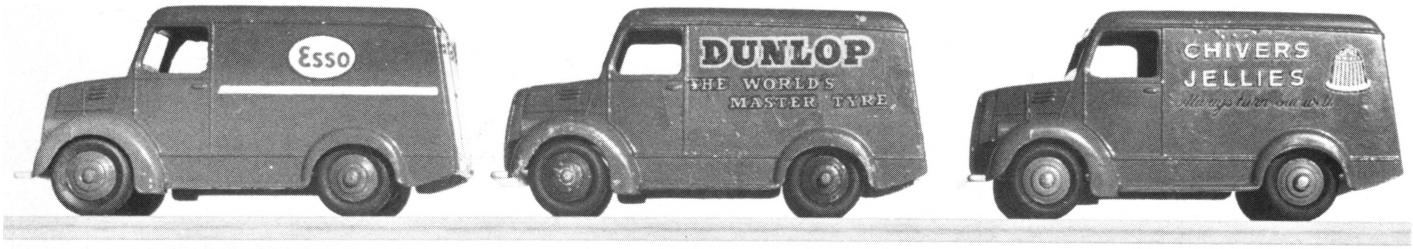
The value of individual models ranges from about £20 to £40 — the higher prices being for the Trojans. The Oxo van could cost twice as much as the rest. These prices are for mint and boxed examples.

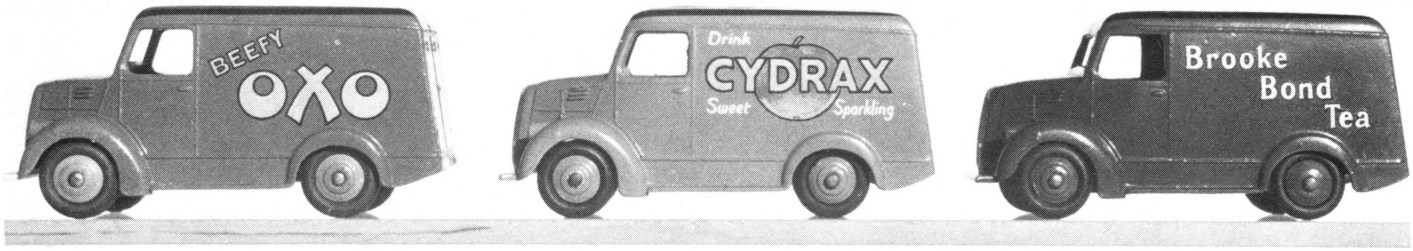
The 1960s saw a change in ownership of Meccano Ltd and an emphasis on more detail in cars and character toys. In this climate there was no place for advertising vans although the Kenwood Ford Transit and its replacement, the Hertz van, maintained a link. In the early 1970s Meccano Ltd became a part of the Airfix group and with it came a range of small Bedford vans with a wide assortment of advertising stickers. Sadly, however, they were to be the swan song of the Dinky advert vans for the factory closed down in 1979.

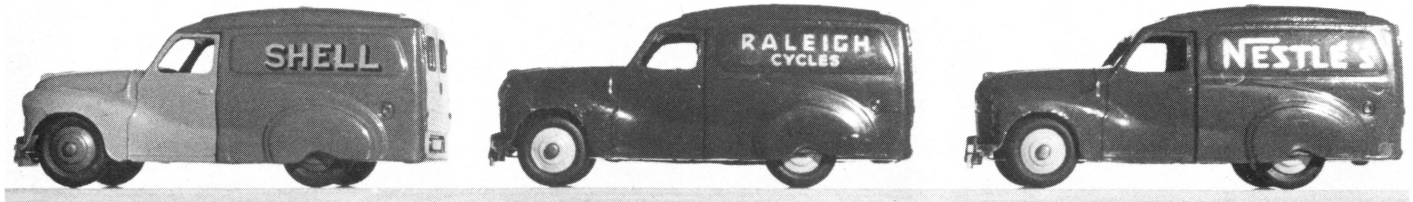
Below:
The various liveries on the models of the Trojan 15cwt vans.

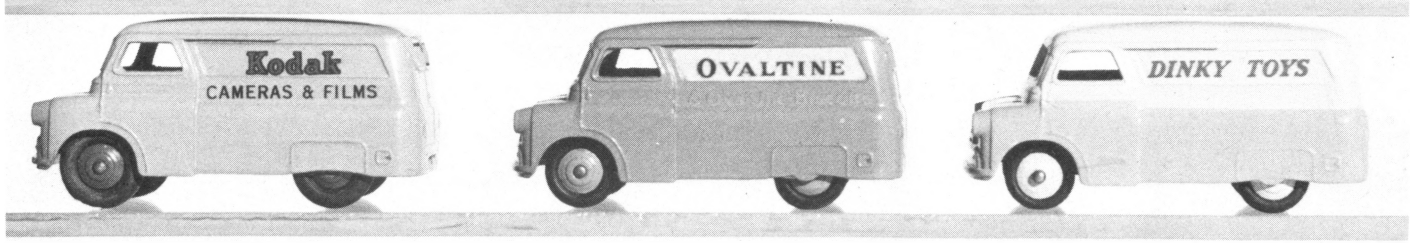
Centre:
The upper row shows the Austin A40 van models, while below are the Bedford CA vans.

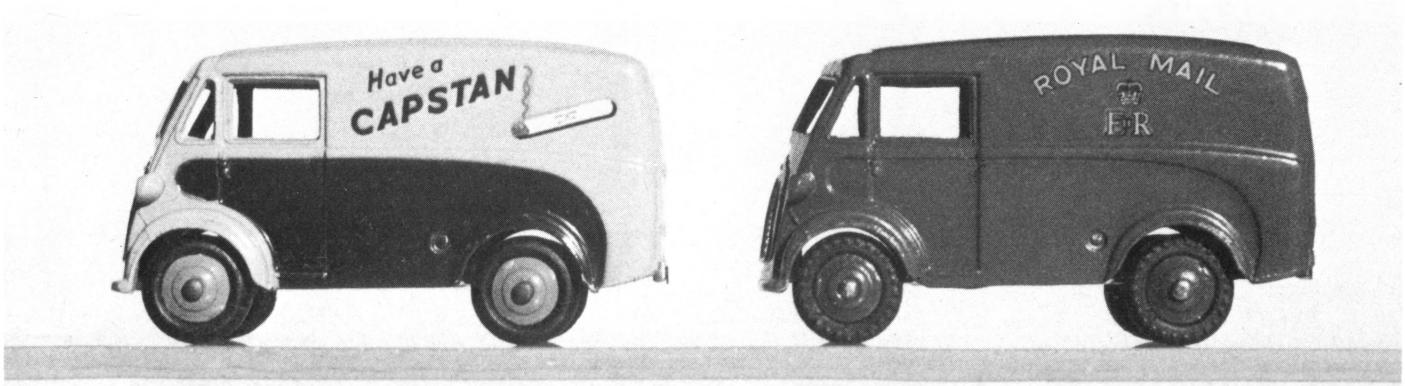
Bottom:
The two liveries applied to the model of the Morris J-type van.











CORPORATION TRANSPORT
3 – Birmingham's Trolleybuses

Above:
Birmingham began trolleybus operation in December 1922 with 12 vehicles running on the three-mile route from the city centre to Nechells (route 7). The Railless vehicles with H25/26ROS Roe bodywork were 24ft 6in long with a wheelbase of 13ft 6in and an unladen weight of 7ton 6cwt (nearly 10ton fully laden). Two English Electric 42bhp motors provided the traction and they were given fleet Nos 1-12, (registered OK 4823-34) and withdrawn between February and September 1932. *Ian Allan Library*

Above right:
In 1926 the Corporation took delivery of three AEC vehicles with Short Bros H25/26ROS bodies, which became fleet Nos 14-16 (ON 2825-7). They were also withdrawn in 1932. (Fleet No 13 was a 'one-off' by the Electro Mechanical Brake Co with English Electric bodywork seating H28/20R which only lasted for two years). *Ian Allan Library*

Right:
An AEC demonstrator was purchased in 1926 which was No 17 (ON 3261). The Vickers body seated H26/26ROS and it remained in service until February 1932. *W. J. Haynes*

Lower right:
This Leyland Titan with Short Bros L24/24R body *is* a trolleybus. Fleet No 19 (OV 1175) entered service as a demonstrator from May to August 1931. *Ian Allan Library*

Left:
Another demonstrator, looking more like a motor-bus, was this AEC with English Electric body in 1932. It was returned to the makers, rebuilt and rebodied and returned as No 16 (OJ 1016). *Ian Allan Library*

Centre left:
In 1932 11 Leyland trolleybuses similar to the earlier No 19 were delivered to replace the original Railless vehicles. The bodies were built by Short Bros (H27/21R) and were 25ft 5in long with a wheelbase of 16ft 6in. They took the original numbers and were registered OV 1-15 and served until 1940. *W. J. Haynes*

Lower left:
One of five AEC 663T models with Short H33/25R bodies were purchased in 1932 and given fleet Nos 12-16 (OJ 1012-6). They served from August 1932 to September 1940. *Ian Allan Library*

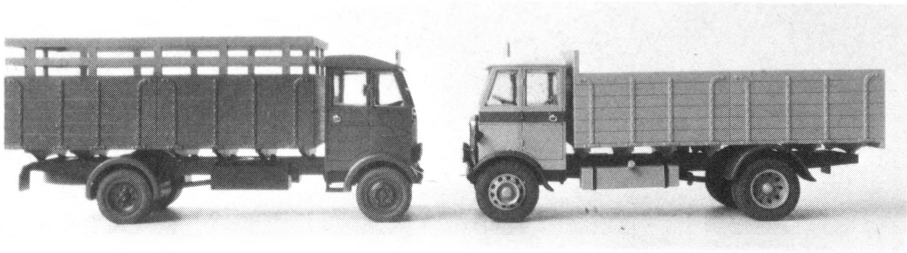
Below:
A demonstrator, which also saw service in Nottingham, was this Leyland with H34/26R body. It came to Birmingham in 1933 for a few months and again for just over a year in 1936 by which time it had been rebuilt. *Ian Allan Library*

Right:
This Sunbeam demonstrator had a H31/28R MCCW body when it was lent to Birmingham in 1934 (registered OC 6567). It served for one month then returned to Sunbeam who sold it to Wolverhampton Corporation.
Ian Allan Library

Centre right:
In 1934 the route from the City to Yardley was inaugurated and extended two years later to the City Boundary and the Rover Works. For this purpose 50 Leyland vehicles with MCCW H33/25R bodies were purchased and became fleet Nos 17-66 (OC 1117-66). They were withdrawn in June 1951.
Ian Allan Library/V. C. Jones

Below:
Twelve more Leyland/MCCW vehicles, similar to the above, were purchased in 1937 and given fleet Nos 66-78 (COX 66-78). *C. Carter*

Below right:
The final purchase made by Birmingham Corporation Transport was 12 more Leyland/MCCW vehicles in 1940. Given fleet Nos 79-90 (FOK 79-90) they remained in service until the trolleybus scheme was abandoned on 30 June 1951. *Ian Allan Librar/V. C. Jones*



Improving the Coopercraft AEC Monarch

David E. Jane

THE VARIOUS versions of the AEC Monarch produced by Coopercraft have been around for some time now and are more than adequately helping to fill the void left by the now-defunct Airfix 1:76 scale kits. The Monarch is produced very much with model railway use in mind and, just as layouts used to have the inevitable Airfix Matador on them, now they have the Coopercraft Monarch!

The Monarch is a very nice kit, well-presented and with a standard of moulding that is quite exceptional in places. Taken purely as a kit of a typical '30s British lorry for use on model railway layouts it is absolutely ideal, and incidentally very good value as well in present-day terms. But if it is desired to turn it into a scale model of the type as part of a collection, then it is less satisfactory and there are a number of problems that must be resolved. The first thorny problem concerns the scale of the kit: it is sold as a 1:76 scale kit, (4mm = 1ft) in line with its intended use, but on checking some of the measurements it became obvious that it is in fact larger than that. Every dimension I checked was oversize by the same proportion, as though the toolmaker didn't quite get the reduction right when starting the tooling. The bulk of the model scales out in fact at nearer 1:70, and the model does look appreciably larger when displayed with other 1:76 scale model lorries.

Above:
Completed models of the standard kit on the left and the conversion on the right. This view clearly shows the undersize wheels on the standard kit.

I use the phrase 'bulk of the model' because there is one significant aspect that is in fact quite the reverse — the wheels are too small! If the wheels were in proportion with the rest of the model the larger scale would be acceptable, but the fact that they are much too small — and of a somewhat indeterminate pattern — gives the standard model a rather odd appearance, to say the least. The side view photograph of the 'before and after' models will show this quite clearly. The other faults are less noticeable but still need attending to if a more correct appearance is desired; the radiator grille is too thin and quite the wrong shape — AEC radiators have a subtle and attractive shape that is quite different from the overlarge parallel-sided one featured in the kit. The cab itself is quite rectangular in plan, which tends to give it a 'wardrobe-on-wheels' effect — nearly all cabs, whoever the manufacturer, incorporated some degree of taper in towards the front by this stage in lorry development because of the obvious improvement in appearance. The kit cab also lacks any internal engine cover with the result that it is just a big box, empty apart from the two seats moulded as part of the floor, which are incidentally too close together. The steering wheel, though, is a lovely moulding!

Well, all that seems a long tale of woe, but in fact rectification is quite easy and should not tax the novice modeller. The first task is to work out what new items you need: principally new wheels and radiator grille, but in fact I used new mudguards also and for all of these I turned to one of the most well known of the metal lorry kit manufacturers, Highway Models. Highway has a good reputation for the excellent quality of their cast-metal lorry kits in 1:76 scale, and have now extended their service by offering a spare parts service as well so that it is now possible to buy just the wheels or certain other parts of any type they produce. Highway Models can be contacted at Astral House, Hutton Hill, Hutton, Weston-super-Mare, Avon BS24 9SX, and their catalogue costs 20p plus an S.A.E.

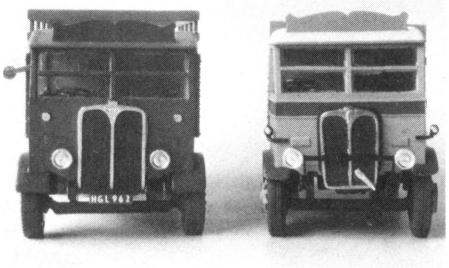
And so to the assembly of this kit. The first step is to assemble the chassis frame and leave to set thoroughly. Then, using a razor saw or piercing saw, carefully remove the rear mudguards and the fuel tanks and clean up the chassis sides to present a smooth finish. The chassis frame should be flat-topped, not rising over the rear axle as in the kit, but this can be left as it is not all that visible on the completed model. Glue in place the front and rear axles, propshaft etc, and leave to set.

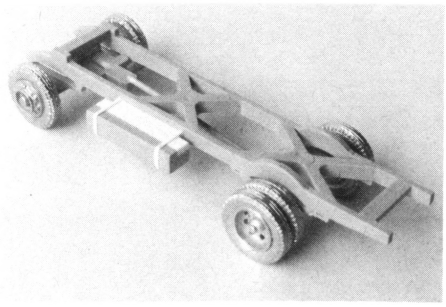
It is quite possible when building the improved model to reduce the proportions overall so that the model ends up at virtually 1:76 scale, and the first step in this direction is to reduce the track of the axles. This is done quite simply by a little cheating! If the square plates at the end of the front axle are rounded off they will fit inside the new metal front wheels, which means that the wheels are then mounted further inboard at what then becomes virtually the right track. The axle is still of a rather suspect shape but it will 'do', and is stronger than trying to make a new one. At the rear, a pair of brake drums need to

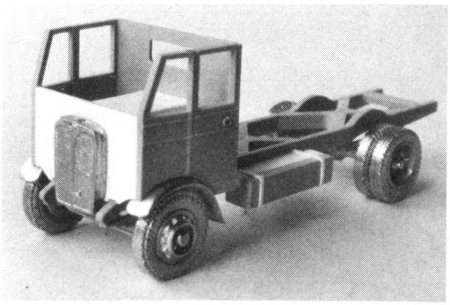
Below left:
Full front views of standard kit on left and conversion on the right. Note the difference in the radiators and the front wings.

Below:
The first construction stage — see text.

Below right:
The second construction stage — see text.







be cut and glued to the end of the axle so that they also fit within the inner wheels. Use 60thou thick plastic sheet for the drums for strength reasons, or laminate thin sheet to this thickness. If the pairs of wheels are fitted and glued so that they almost touch the chassis frame the track will then be about right.

Only one fuel tank is required, on the nearside, and of a larger size than either of those in the kit. I glued together the two removed from the chassis, added a bit of spare plastic sheet to build up the shape and left it to set. Then it was cut to the correct length, cleaned up and glued to the chassis, and two retaining straps added from strips of thin plastic sheet. A photograph shows the chassis at this stage of assembly. Another legacy from the overscale kit is that the frame is really too high from the ground by some 4-5 scale inches, but as the alteration of this would involve mucking about with the springs and would undoubtedly weaken them, this is best left alone.

Now we can turn our attention to the cab. Start by glueing together the rear panel and the floor and leave to set, having first sawn off the seats from the latter. Make an engine cover from plastic sheet, 7.5mm high 10mm wide, and glue in place, slightly offset to the nearside (which is why AEC radiators have the starter handle hole offset to the nearside as well — not the offside as in the kit radiator). Fit the seats back in place either side of the engine cover and now of course nearer to the cab sides. Now carefully taper in the sides of the cab floor from a point level with the front of the doors, to 1mm in from each front corner, so that in effect a thin triangular sliver is removed. Just like the chassis, the cab floor is also too high, but this is again best left as it is. The cab sides first need the mudguards removing, which must be done very carefully, preferably with a piercing saw. The sides need of course to be bent inwards a bit forward of the doors and this will be made easier if the *inner* surface is partly sawn through with a razor saw. If you look at another of the photos you will see the stress line on the outside of the cab where the side has been bent inwards, thereby partly closing the saw cut on the inside. This is one of those jobs that is a lot easier to do than to describe!

Now make and fit a new cab front from plastic sheet of about 30thou thickness so that it fits between the front edges of the cab sides and leave it to set. Make it just a plain rectangle at this stage — the trimming of the lower front corners to fit over the mudguards can be done afterwards. The front mudguards can now be fitted, either by re-using the kit ones which were sawn off earlier, or by using new metal ones as I did. The kit ones will need a bit of re-shaping and thinning and this is why I decided to use metal ones instead as they were already the right shape and profile, with the characteristic subtle reverse curve at the bottom rear edge. For all metal-to-plastic joints, by the way, use Superglue or a two-part epoxy-resin glue such as Devcon: the latter is preferable if the joint is not a perfect one! A photograph shows the model at this stage of assembly, with the new radiator glued in place temporarily. The new front panel is immediately obvious. Once satisfied that the cab is fitting correctly, on the chassis, with all joints cleaned up, the interior can be painted and finished off. Fit the kit steering-wheel to a column made from plastic rod and glue in place in the cab, ensuring that it sets at the correct angle. Add a tiny rectangle of plastic sheet in front of the column to present the minimal instrument panel that was typical of lorries at this period, and if you want to be really keen, make a gear lever from thin wire!

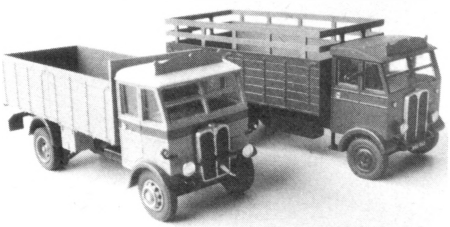
When the interior is complete, the cab should be glazed using the kit parts supplied. Each side glazing will of course now have to be split into two pieces because of the side taper. For the windscreen, I found the best method was to glue the separate kit windscreen frame to the glazing and leave to set, and then *very* carefully trim the ends to fit between the sides. Because of the tapered sides, the ends of the windscreen will no longer be vertical, but inclined outwards very slightly towards the top just as on the full-size vehicles. Leave the windscreen to set, and then gently sand the top surfaces of the cab smooth so that the roof will fit well. Also finish off any other cab details that you wish to add, which should include the beading on the front which follows round from the parallel bearing on the kit sides, and also the little ventilator flaps either side of the radiator on the cab front.

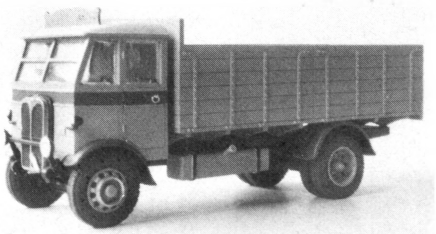
The roof is a bit on the angular side and needs to be rounded off somewhat using a large file carefully. Now glue in place on to the cab and leave to set, ensuring that it is flush with the sides and rear of the cab, and projecting about 1mm in front of the windscreen. When it is set the final shaping can be done with fine sandpaper so that it looks as neat as possible. The roof guttering is always noticeable on such cabs, and can be represented on the model quite easily by wrapping a narrow strip of thin plastic sheet around the roof, glueing it in place carefully a bit at a time. For tasks such as this liquid polystyrene cement is much more suitable than tube glue, as the latter is all too likely to soften or distort the thin plastic.

The body is very easy to attend to, the most vital task being to reduce the width. Because the kit is overscale, the body floor scales out at just over 8ft wide, whereas the legal limit at the time was only 7ft 6in. It is quite easy to trim 1.5mm from each side using a straight-edge and sharp knife, finishing off the cut edges with a few strokes of a file or sanding-block. The resulting width should be 26mm. Glue the beautifully-moulded sides on to the floor, and then the front and rear as well, having first also reduced their width. The front panel, being plain, can be just cut back at one end, but the tailgate should be trimmed at both ends so that the strapping still ends up symmetrical. The tailgate detail needs to be accentuated by glueing a thin strip of plastic card down the end of each side to give more prominence to the tailgate between. I was not very keen on the extension raves on the body that I based my model on, so I cut these off and just used the main body panel, but I did extend the height of the headboard using plastic sheet of the appropriate thickness, so that it projects slightly above the cab in a more prototypical fashion. Underneath the body floor the mudguards can be glued, again either the modified kit ones or new metal ones.

And that is really just about it! You can of course add as much extra detail as you wish to suit your requirements, such as vac tank, silencer/exhaust, stowage locker, nameboard on cab roof, spare wheel carrier under rear of chassis, etc. Note how on my model I have mounted the headlights; not direct to the cab front, but at the ends of a crash bar which is mounted to the dumb-irons via a couple of long brackets.

Despite all this work, this is still not a tree scale model in the most accurate sense of the phrase, but it is still a vast improvement over the basic kit. I emphasise again that I am *not* intending to be overly critical of the Coopercraft kit because it does fulfil admirably the role it was designed for. My purpose here is to try and show how the kit can be improved quite easily, using methods which are quite straightforward and can be applied to any such model. There are not that many kits of British lorries in this scale that we can afford to be choosy — we have to make the most of what we have got!





Right:
Another view of the two models, the standard kit is on the right.

Far right:
The completed and converted model of the Coopercraft kit.

Book Scene

Traction Engines
Harold Bonnett

Steam Cars
Richard J. Evans

The London Taxi
Nick Georgano

Classic Motor Cars
Jonathan Wood

Vintage Motor Cars
Bill Boddy

The MG
F. Wilson McComb
Shire Publications Ltd

8¼in by 6in 32 pages each £1.25 each
As mentioned previously, when we reviewed some titles from this Shire Album series, these books give a very good introduction to the subject they portray and, while not intended to be an 'in-depth' study, they are well presented, well illustrated — an average of 43 photographs in each — and good value for money.

The London Taxi is excellent, giving the history from 1896 to the present day with many interesting illustrations. The MG is another delightful book which should be in the possession of all MG owners and enthusiasts and briefly covers the story of this famous marque.

Traction Engines contains some highly interesting old pictures and these, plus the good text, cover the various forms of traction engines and their duties. The other three books covering the cars are all of a high standard and can be recommended. Each volume ends with suggestions for further reading and museums or collections to visit.

The Fred Dibnah Album
Peter Nicholson
Line One Publishing Ltd
8in by 8¼in 40 pages £3.45
A selection of 58 photographs illustrating the activities of Fred Dibnah as a steeplejack, steam roller preservationist and celebrity. There is a short introductory text and each photograph has an extended caption giving full details or the story of the activity depicted. An interesting and well presented book, with some unusual photographs of falling chimneys and towers.

Triumph — Herald and Vitesse
Graham Robson
Osprey Publishing
10in by 7¾in 192 pages £11.95
The Triumph Herald and the larger Vitesse cars of the 1960s can almost be termed 'classic' cars for with their separate body and chassis they had much to commend them. The book gives the pre-history of this famous marque — the Standard 8hp, 10hp, and the Pennant and the Italian influence on the styling of their successors. A decade or more later came the successor to the Herald — The Toledo which is also mentioned, and there is a chapter devoted to the close relatives of the Herald, the Bond Equipe and the many specials that were constructed using the Triumph Herald or Vitesse chassis or components.

An interesting and comprehensive book which will be of great value to those who still own the Herald or Vitesse, and a book which will become more valuable as time goes on. Very well presented with just over 200 excellent and interesting illustrations many not having been seen before.

How to Restore Upholstery
Tony Fairweather
How to Restore Classic Car Engines
Roy Berry
Osprey Publishing Ltd
8½in by 7¼in 128 pages £6.95 each
These two books are essentially for the preservationist and will prove most useful. While the one on upholstery may have a few general hints for those who wish to renovate their favourite armchair, it is devoted entirely to vehicles, not only the seats, but such important items ad head-linings, soft tops and carpets. The book is adequately illustrated with photographs and diagrams showing the correct methods to use, the kind of stitch required and the tools needed. The text is readable and concise making it all appear to be an easy job.

While the book on car engines cannot be specific to one make the author is to be congratulated that he has covered the basic principles of four, six and V-8 engines. such items as tuning the carburettor do, of course, vary from model to model, but apart from such detail items, the book will enable the owner to dismantle and restore the normal internal combustion engine. Again, the book is well illustrated and apart from the major points it contains many hints and tips, particularly on removing aluminium heads from side valve engines.

Both books are good value for maney, and could repay their cost on only one job.

Bus Company Service Vehicles
Colin Wright
Wyvern Publications
9½in by 6¾in 80 pages £5.95
An interesting and varied subject is covered in this book which contains 153 photographs with their accompanying captions. Some of the vehicles depicted range from an old London Transport NS double-deck bus, used as a mobile canteen, to the latest purpose-built recovery wagon, but in between these two are some of the oddest collection of vehicles you could wish to see! There is a predominance of northern area operators and regrettably some of the photographs appear to have been taken from over-exposed negatives or the print has not been fully developed as they lack 'sparkle' and are on the 'thin' side. The words 'service vehicles' embraces most of the non-passenger carrying vehicles used by bus and coach companies and the book is not confined to the large undertakings.

The book was kindly sent for review by Nynehead Books of Wellington, Somerset from whom copies may be obtained.

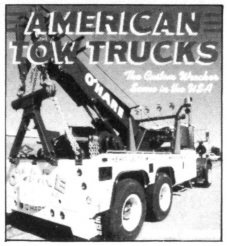
History of British Bus Services — South Wales
David Holding & Tony Moyes
Ian Allan Ltd
9½in by 6¾in 128 pages £9.95
It is perhaps natural that many of the older vehicles gravitate to the rural districts and operators in such locations are able to keep new vehicles much longer than those in a hard worked connurbation. Thus many old vehicles are illustrated in this volume and the chapters dealing with the independents of Glamorgan, Gwent, Dyfed and Powys are interesting and make a change from those of the larger companies, which are of course covered for this part of Wales.

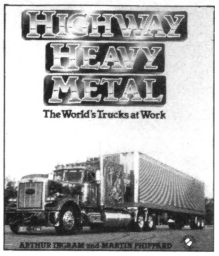
A few of the 160 illustrations are printed a little too black, but all-in-all, it is an acceptable book.

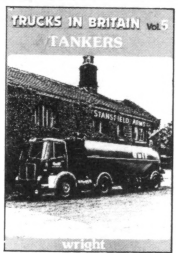
Classic Tramcars
R. J. S. Wiseman
Ian Allan Ltd
9½in by 6¾in 144 pages £9.95
This is a superb book which examines in a straightforward, non-technical manner the evolution of the electric tramcar, the standard designs adopted by some of the operators, and the distinctive styles developed by a number of undertakings such as the London County Council, Glasgow, Sheffield, etc. A number of experimental or prototype cars which were to have formed the mainstay of a fleet, but were never developed are also covered.

The book is excellently presented and printed on good quality art coated paper which enables the 154 photographs to have been reproduced with excellent clarity and contrast. One of the features of this book is the fact that it contains 22 drawings of tramcars which are well detailed and to scale (alas a little smaller than 4mm:1ft) and give side plan, end views and plan view and these are of great use to a modeller.

This is one of the finest tramway books to be published for many a-year, and can be thoroughly recommended for it is not expensive in view of its quality, both as regards to quality of printing and the contents.







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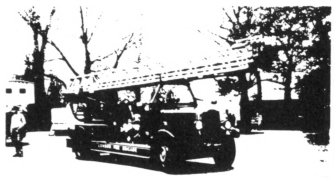

Send for details to The Secretary, Historic Commercial Vehicle Society, Iden Grange, Cranbrook Road, Staplehurst, Kent TN12 0EJ.

Frequent NEWSLETTERS

Monthly meetings are held in various regional centres where members are able to get to know each other and enjoy a wide variety of speakers, see film and slide shows or take part in outdoor visits to places of historic transport interest. Regional sections of the Historic Commercial Vehicle Society are established in the following areas:

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Due to a misunderstanding one of the photographs of Birmingham's Trams in our last issue was repeated. The missing photograph is reproduced here and shows Car No 414 photographed on 18 April 1948. *Ian Allan Library/V. C. Jones*

BEST OF BRITISH BUSES No. 9
POST-WAR TITANS

In this second Leyland Titan book by TPC, Alan Townsin — the acknowledged expert on Leyland buses — takes an in-depth look at the post-war Titans (his previous book covered pre-war models). With detailed text using company records and his own knowledge of the subject, coupled to profuse photographic coverage, the handsomely-produced volume will have wide appeal to enthusiasts throughout the British Isles and overseas. Over 18,000 post-war Titans operated at home and throughout the world and this splendid volume serves as a monument to that achievement.

The vast spread of customers buying Titans for widely different types of operation ensured great variety in styles and makes of bodywork, and the photographic content of the book reflects this panoply of bodybuilders, many of whom ceased their coachbuilding operation long ago Every enthusiast should be able to find some of his favourites among the vehicles illustrated, with a good selection of operators included.

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Rally Calendar

Grateful thanks are given to the Council of the Historic Commercial Vehicle Society for their assistance in compiling this diary. *Denotes an event under jurisdiction of the HCVS. Entrance forms and further details from address of organiser.

MAY

17/18 **Leyland.** Leyland vehicles 90th Anniversary Rally. North Works, Leyland, Lancs. (Manager, British Commercial Vehicle Museum, King Street, Leyland, Preston. Tel: 0772 451011.)

18 **Plymouth-Laira.** Rally and Run.

18 **Blackpool-Fleetwood Run.** Blackpool Vehicle Preservation Group. (R. Abbott, Lane End Hotel, Marton, Blackpool. Tel: 0253 68640.)

18 **Lincoln** Vintage Vehicle Society Open Day. Whisby, Road, Lincoln. (M. Henderson, 210 West Parade, Lincoln LN1 1LY.)

24/25 **Enfield,** Great Cambridge Road. Pageant of Motoring & Collectors Bazaar.

24-26 **Southsea,** Castle Field. D-Day Anniversary Rally for military vehicles. (M. S. Burne, 61 New Road, Chilworth, Guildford GU4 8LP.)

24-26 **Stroud.** Frocester Manor Steam and Vintage Working. (T. Fielding, 1 Gordon Close, Highnam, Gloucester.)

25/26 **Bury Transport Museum,** Castlecroft Road, off Bolton Street. Grand Transport Extravaganza (and vehicle cavalcade on 25th). (Tel: 0204 76239 or 02572 71501.)

25 **AEC Rally. Derby,** Cockpit Car Park. (Tony Blackman, 1 Vicar Park Road, Norton Towers, Halifax HX2 0NL.)

25 **Fife** Historic Vehicle Club Rally. (L. Hannaford, 456 Lanark Road, Juniper Green, Edinburgh EH14 5BB.)

26 **Shoreham,** Sussex, Buckingham Park. Adur Vintage Transport Rally. (D. B. Geere, 4 Nicholson Drive, Shoreham BN4 5UP.)

26 **Co Durham,** Crimdon Lido, Blackhall. Northern Vintage Transport Extravaganza. (J. Appleton, 32 Yoden Avenue, Horden, Peterlee.)

31 **Dumfries,** Park Farm. Vintage Machinery Exhibition and Road Run. (J. Irving, 45 Gilbrae Crescent, Dumfries.)

31/1 **Wrotham Hill** (main A20). Classic Rally. (J. Treadgold, Oneoak, London Road, Wrotham, Kent TN15 7RR.)

JUNE

1 **Southend,** Southchurch Park East, Lifstan Way. History on Wheels Rally. (N. Trump, 8 Randolph Close, Knaphill, Woking GU21 2NF.)

1 ***Dudley.** Black Country Museum. HCVS Midland Rally. (K. Oldbury, 12 Ladywell Close, Wombourne, Wolverhampton WV5 9AH.)

2 ***Manchester-Sandbach.** HCVS Greater Manchester Area 'Cheshire Run' from Museum of Science & Industry, Manchester to Edwin Foden Museum, Sandbach. (B. Mallion, 3 Trafford Drive, Timperley, Altrincham WA15 6ES.)

1 **Hanley,** PMT Depot, Clough Street. Potteries Vintage Vehicle Rally. (F. R. Wooldridge, 26 Milton Road, Sneyd Green, Stoke-on-Trent ST1 6HP.)

1 **John O'Groats** Rally and Run. (R. Macleod, 2 Sir Archibald Road, Thurso.)

1 **Tyne-Tees Run** (Stockton-South Shields) sponsored by Hagley Glass Ltd. (B. Summers, 19 Westerdalem Greenways Estate, Spennymoor, Co Durham.)

7/8 **Houghton-le-Spring,** Werrington Burn. Rally. (J. Schofield, 23A Popplewell Gardens, Low Fell, Gateshead NE9 6TU.)

8 **Worcester.** Lions City Show. (5479 Group, 360 Ombersley Road, Worcester WR3 7HE.)

8 **Bradford.** West Yorks Transport Museum. Metrobus driver of the year competition.

8 **Hull-Bridlington** East Coast Run. (P. Collier, 145 Paxdale, Sutton Park, Hull HU7 6DB.)

8 **Kildummy-Aberdeen** Rally and Road Run. (G. Watt, 67 Burniebbozle Crescent, Aberdeen.)

8 **Bristol-Weymouth Run.** Sponsored by Esso. (K. McGee, 24 Kenmore Drive, Yeovil, Somerset BA21 4BO.)

8 **Southsea Spectacular.** Southsea Common. (D. Chalker, 16 Lower Drayton Lane, Cosham, Portsmouth.)

14/15 **North Weald Aerodrome.** Wings and Wheels Spectacular. (185 Hornchurch Road, Hornchurch. Tel: Hornchurch 73079.)

14/15 **Oxford,** Wheatley. Holton Working Steam Rally. (G. N. Hastie, 21 Beech Road, Wheatley, Oxon OX9 1WA.)

14/15 **Parham Park,** Storrington, W. Sussex. Parham Steam and Vintage Vehicle Show. (Phil Read, 17 Old Mill Square, Storrington RH20 4NQ.)

15 ***Ridgeway Run.** HCVS South Midlands Area. (Bert Brant, Albren, Newell Green, Warfield, Reading RG2 6AE.)

15 **Chingford,** Rugby Club. Bremer Run. (D. Payne, 47 Chiswick Road, Edmonton, London N9.)

15 **Fife.** Historic Vehicle Club Rally (as 25 May — Fife).

15 **Reading-Didcot.** Chiltern Cavalcade. (BTS, 73 Blewbury Road, Tilehurst, Reading RG3 5HJ.)

21 **Maidstone.** Agricultural Hall, Market. Autojumble and Collectors Toy Fair.

21/22 **London,** Southmere Park, Thamesmead. Best of British & European Vehicle Spectacular. (Best of British, PO Box 104, Bedford MK43 0YX.)

21/22 **Ilford,** Valentines Park, Cranbrook Road. Roadcraft '86. (D. G. Harrington, Victoria House, 796 Cranbrook Road, Barkingside IG6 1JS.)

21/22 ***Hagley Hall.** Vehicle Show & Auction. Sponsored by *Exchange & Mart* (as 1 June — Dudley).

21/22 **Isle of Man.** Vintage Transport Weekend. (K. Jenkinson, 42 Coniston Avenue, Queensbury, Bradford BD13 2JD.)

21/22 **Bingley,** Myrtle Park. Fire and Rescue '86. (B. P. King, 149 Allerton Road, Allerton, Bradford BD15 7AB.)

21-22 **Stonehaven.** R. W. Thompson Memorial Rally. (Mrs K. Bruce, 82 Whitehall Place, Aberdeen.)

22 **Amberley.** Chalk Pits Museum, nr Arundel, Sussex. Harrington Gathering

22 **Rotherham,** Herringthorpe Playing Fields. Rally. (Recreation Officer, Grove Road, Rotherham. Tel: 38212.)

22 **North Weald Aerodrome.** Bus and Vintage Vehicle Rally. (London Passenger Transport League, 31 Pooley Avenue, Egham, Surrey.)

28 **Ascot.** BEN Lynwood Rally. (Paul Finn, Lynwood, Sunninghill, Ascot, Berks SL5 0NJ.)

28/29 **Aberdeen,** Bridge of Don. Bon Accord Steam Engine Rally. (W. McConnachie, 18 Airy Hall Avenue, Aberdeen.)

28/29 **Bath,** Lansdown. Festival of Steam. (T. J. Maple, Bath Sports & Leisure Centre, North Parade Road, Bath.)

28/29 **Dover,** Waldershare Park. Vintage Weekend. (C. Smith, 33 Alfred Road, Dover, Kent CT16 2AD.)

28/29 **Ellesmere Port,** Vauxhall Motors Showground. Wheels '86. (David Beckett, Route 274, Vauxhall Motors, Ellesmere Port, Cheshire.)

29 **Leven.** Kircaldy Veteran & Vintage Rally. (Margaret Anderson, Information Centre, South Street, Leven, Fife.)

JULY

5/6 **Bromyard** Gala Steam Rally, Mintridge Farm, Stoke Lacy. (M. Parry, 60 New Road, Bromyard, Herefordshire.)

5/6 **Elvaston Castle,** Derby. Steam & Transport Festival. (D. Reeder, 208 Bramcots Lane, Chilwell, Notts.)

5/6 **Tees-side Airport,** Darlington. Fire Engine Rally. (Brett Clayton, 316 Conniscliffe Road, Darlington, Co Durham.)

5/6 **Newbyth.** Steam & Vintage Rally. (Mrs G. Mennie, 4 Sunnybank

5/6 **Ardingly,** Sussex. Historic Vehicle Spectacular (Bert Urben, 2 Dower Walk, Gossops Green, Crawley, Sussex.)

5/6 **Buntingford,** Corney Bury. A10 Rally & Show. (C. H. S. Franklin, Hundred Acre, South End, Much Hadham, Herts SG10 6EN.)

6 **Lincoln,** Castle Square. Vintage Vehicle Society Rally (M. Henderson, 210 West Parade, Lincoln LN11 1LY.)

6 **Butterley.** Midland Road Transport Group Rally & Run (Butterley Station, Ripley, Derbyshire).

6 **Wick.** Caithness & Sutherland Vintage Vehicle Club Rally. (As 1 June John O'Groats.)

6 ***Blackburn,** Witton Park. HCVS Vehicle Gathering. (F. Elliott, Dove Cottage, Ashton Road, Golborne, Warrington WA3 3UL.)

6 **Bournemouth,** Mallard Road Depot. Yellow Bus Rally (V. Jeffery, 148 Corhampton Road, Iford, Bournemouth BH6 5PD.)

10-12 **Detling,** Maidstone. Kent County Show (as 31 May — Wrotham)

12/13 **Wadebridge,** Royal Cornwall Showground. Kernow Old Vehicle Club Rally. (A. Faull, Trellissick Farm, Sithney, Helston, Cornwall.)

13 ***Cardiff,** Civic Centre, HCVS South Wales Rally. (J. Courtis, 29 Pencisely Rise, Llandaff, Cardiff CF5 1DY.)

13 **Bristol,** Wapping Wharf, Bristol Docks. Rally. Kelvin Amos, 30 Blandford Close, Nailsea BS19 2QQ.)

13 **Southampton.** Royal Victoria Bus Rally. (16 Bassetts Meadow, Southampton. Tel: 766402.)

19 ***Wakefield,** Thornes Park, HCVS Yorkshire Area Gathering. Sponsored by DAF Trucks (UK) (Ltd). (6 Roxholme Terrace, Leeds LS7 4JH.)

19/20 **London,** Brockwell Park, Herne Hill. Lambeth Country Show. (Cynthia Westley, Lambeth Amenity Services, 164 Clapham Park Road, London SW4.)

19/20 **Edinburgh,** Preston Grange Mining Museum, Prestonpans. Wheels of Yesteryear. (T. Smith, 7 High Street, Dalkeith EH22 1JB.)

20 **Aberdeen,** Grampian Transport Museum. Alford Cavalcade. (M. Ward at Museum.)

20 **Wendover,** Railway station. RT/RF and LT Vehicle Rally. (P. Fleet, 86 Atherstone Road, Luton, Beds LU4 8QX.)

20 **Dorchester,** Market. Vintage & Classic Rally. (D. M. Lucas, 41 Bridport Road, Dorchester DT1 2NG.)

20 ***Pontefract-Wakefield.** HCVS Run. (39 Woodlands Avenue, Harrogate, N. Yorks.)

20 **Stratford-on-Avon,** Wellesbourne Airfield. Commercial Rally. (Alan Wilson, 15 Muirfield Drive, Daventry NN11 4SL.)

20 **Exeter-Bovey Tracey.** Historic Transport Club Run. (John Corah, 35 Indio Road, Bovey Tracey TQ13 9BT.)

26/27 **Malvern,** Three Counties Showground. Ross-on-Wye Steam & Vintage Rally. (A. C. Chester, Patches Coppice, Little Marcle, Ledbury, Worcs.)

26/27 **Weybridge.** Brooklands Circuit. Magic of Brooklands, Old Vehicle Rally plus Steam Fair. (Garrick Sharman, 61 Queens Road, Thames Ditton, Surrey KT7 0QY.)

27 **Nairn.** Annual Rally & Road Run. (Mrs A. Fletcher, Swindon, Seabank Gardens, Nairn.)

27 **St Andrews,** Fife. Rally. (J. Dryburgh, Cupar Swimming Pool, Ellwood, Cupar, Fife.)

27 **Uxbridge,** Hillingdon Showground. Auto-show. (L. S. Dobbin, Courtwood Car Sales, Lancaster Road, Uxbridge.)

27 **Doncaster-Sandtoft** Gathering Run. (S. W. Cloggins, 26 Castellan Rise, Bastwood Park, Nottingham.)

AUGUST

1/2 **Horsham.** Historic Vehicle Show. (Mrs A. J. Frampton, 32 Brownleaf Road, Woodingdean, Brighton BN12 6LB.)

2/3 **Torbay,** Windy Corner, Paignton-Brixham Road. Steam Rally. (M. R. Stabb, 12 Sun Valley Close, Brixham, S. Devon.)

3 ***Manchester-Harrogate** Trans-Pennine Run (as 21/22 June — Isle of Man).

3 **Formby,** RAF Woodvale. Sefton Bus Cavalcade. (J. A. Cadwallader, 32 Strathmore Drive, Great Crosby, Merseyside L23 0RB.)

9/10 **Yeovil.** Festival of Transport (PO Box 40, Yeovil, Somerset BA20 1PR.)

10 **Birmingham,** Longbridge. Austin 7 and Commercial Rally.

10 **Biggar,** Strathclyde. Rally & Run. (B. Lambie, Moat Park, Biggar ML12 6DT.)

15-17 **Holland.** Vestingdagen Hellevoetsluis, Holland. (George Kwekel, 7 Hermes 3225 Te Hellevoetsluis, Holland.)

16/17 **Bristol,** Hengrove Park. Festival of Transport. (B. Trigell, 32 Beaufort House, Strawbridge Road, Lawrence Hill, Bristol BS5 9XF.)

16/17 **Sandwich,** Woodnesbrough. Prudential Run & Vintage Motor Fair. (Mrs L. Austin, 12 Prospect Place, Dover CT17 9ET.)

17 **Blackpool-Southport Run.** Ribble Enthusiasts Club. (I. H. Wareing, 16 Coronation Avenue, Heywood, Lancs OL10 2NB.)

17 **Helmsdale.** Dunrobin Rally (as 1 June — John O'Groats).

23/24 **Banchory.** Deeside Steam & Vintage Club Rally. (N. J. Grahame, 47 Devonshire Road, Aberdeen AB1 6XN.)

23/24 **Dunbar.** East Lothian District Council Rally. (L. G. Abbie, Brunton Hall, Musselborough.)

23-25 **Harewood House** Steam Rally (between Leeds-Harrogate).

23-25 **Bishops Castle** Steam Rally.

23-25 **Ripley.** Butterley station Steam Rally.

24/25 **Barnstaple.** Chapelton Barton Steam Rally (as 2/3 August — Torbay).

25 **Morden Park,** Surrey. Merton Concourse d'Elegance. (M. T. Pacey, 137 Dorset Road, Merton Park, London SW19 3EQ.)

30/31 **Mearns.** Vintage Club Rally. (A. T. Duncan, Planting Side, Arnhall, Edzell, Angus.)

30/31 **Maidstone.** Detling Steam & Transport Rally (as 31 May — Wrotham).

31 **Port Talbot,** Margam Country Park. Festival of Transport. (J. Walters, 34 Abbey Road, Port Talbot, West Glam.)

SEPTEMBER

6/7 **Shepton Mallet.** Royal Bath & West Show. (H. J. Brown, 28 Stonehill Street, Somerset BA16 0PE.)

6/7 **Towcester,** Easton Neston Estate, Northampton Road. Vintage Vehicle Rally. (Miss K. Fox, 158 Watling Street East, Towcester NN12 7DB.)

7 **Horsted Keynes.** Bluebell Railway Vintage Rally. (B. N. Jones, 8 Sussex Drive, Walderslade, Chatham ME5 0NJ.)

7 **Manchester,** Heaton Park. Trans-Lancs Historic Vehicle Rally. (D. Jamieson, 12 Carlton Road, Heaton Mersey, Stockport SK4 3LA.)

13 **Llandrindod Wells.** Victorian Festival.

13/14 **Norwich.** Eastern Transport Collection. (3 Prior Road, Thorpe, Norwich NR7 0LX.)

14 **Birmingham,** Canons Park. Outer Circle Run & Rally. (A. Powick, 54 Uxbridge Street, Henesford, near Cannock WS12 5DB.)

14 **York,** Knavesmire (Racecourse). Historic Vehicle Rally plus Leeds-York Road Run. (R. Moore, 162 New Lane, Huntingdon, York YO3 9ND.)

20/21 **Frant,** nr Tunbridge Wells, Kent. Agricultural Rally. (B. Pike, 3 Rotheeview, Green Lane, Crowborough, Sussex.)

21 **Ingleton.** Festival of Transport & Model Fair. (John Knox, The Old Barn, Mill Lane, Ingleton, Lancs LA6 3ER.)

28 **Leyland.** British Commercial Vehicle Museum Autumn Rally. (Manager, Museum, King Street, Leyland, Preston, Lancs OR5 1LE. Tel: 0772 451011.)

OCTOBER

5 **Bradford.** Open Day of West Yorkshire Transport Museum, Mill Lane, off Manchester Road.

4 ***Malvern,** Three Counties Showground. Vintage Vehicle Event Sponsored by *Exchange & Mart* (as 1 June — Dudley).

12 **Amberley,** Chalk Pits Museum, nr Arundel. Open Day Gathering.

12 **Kidderminster.** Seven Valley Railway, Old Vehicle Event.

19 **Lydney,** Norchard. Forest of Dean Preservation Rally & Steam Day. (J. White, 59 Claverham Road, Yatton, Bristol BS19 4LD.)

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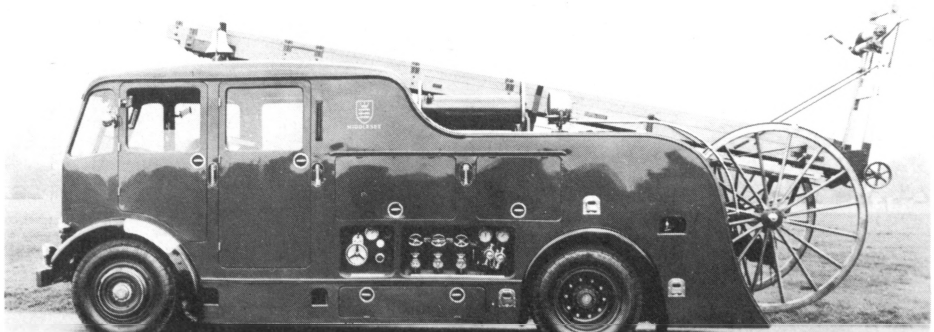

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